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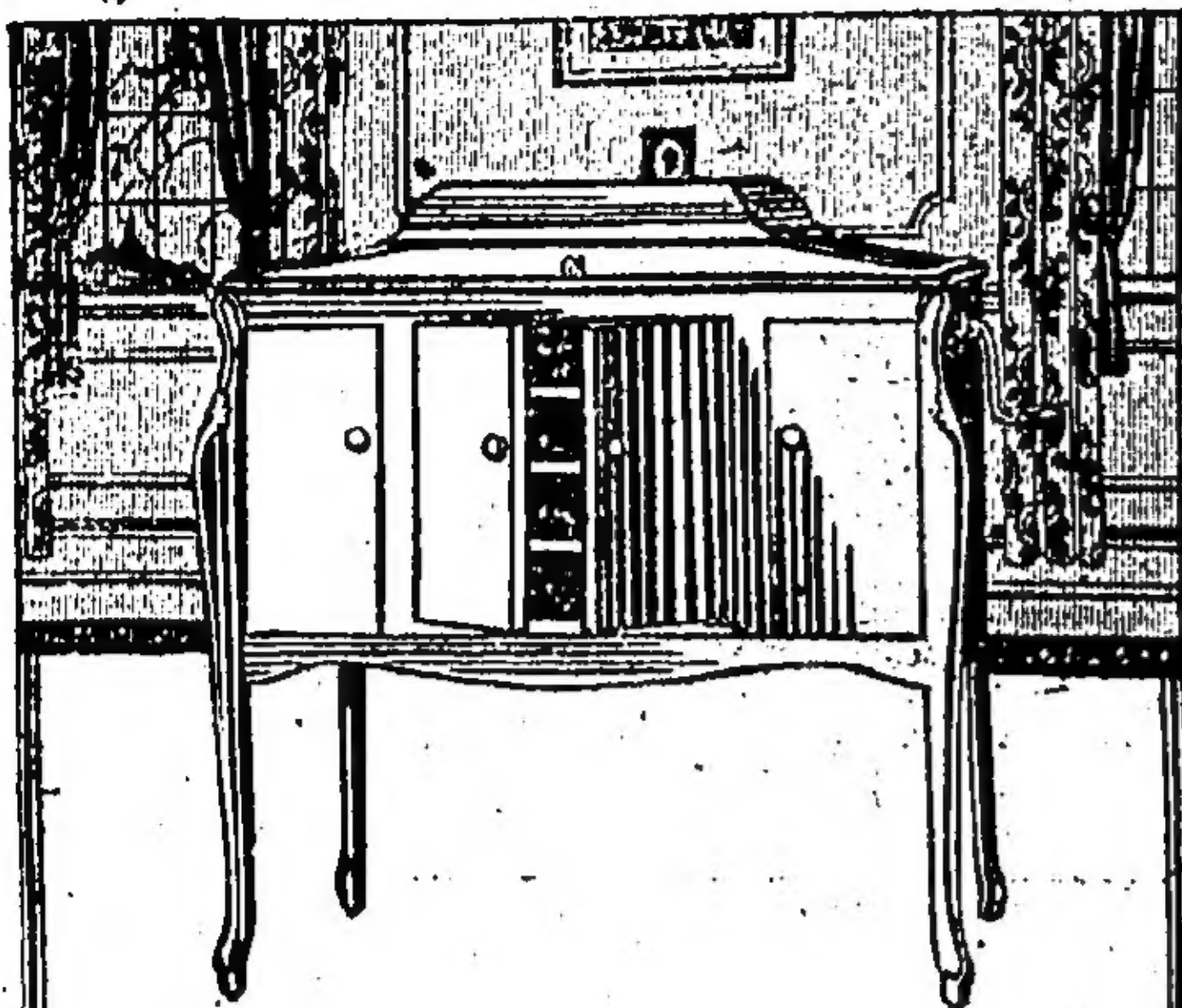
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GRAPPLE WITH REALITIES!

BRITAIN'S REPARATIONS ADVICE.

DANGEROUS SITUATION.

(Reuter's Service to the China Mail.)

LONDON, May 13.

The British note to Germany says that Germany's proposals are a great disappointment. The sum offered is inadequate and it must have been known in advance that it would be altogether unacceptable to the Allies.

The note regrets the German failure to indicate guarantees instead of merely vague assurances. The references to future negotiations are practically valueless.

The note urges Germany in her interest to display greater readiness to grapple with the realities of the case, discard all irrelevant or controversial issue, and proceed to reconsider and expand the proposals so as to convert them into a feasible basis for further discussion.

The British Government will at a suitable moment, show itself ready to participate in such a discussion on the side of the Allies with whom she shares a practical interest in this question which she does not intend to abandon.

Britain also desires to terminate a situation of international peril, but the first step towards the realisation of any such hope must be Germany's recognition that a contribution much more serious and more precise is required than any yet forthcoming.

ITALY'S REPLY.

ROME, May 13.

The Italian reply to the German offers describes them as unreasonable and calculated to retard the solution of the reparations problem. It points out that they strengthen the opinion that Germany is endeavouring to evade her engagements by proposing an international loan without precise conditions and adequate guarantees, thereby excluding the possibility of discussion. The note adds that the German offer is far below the sum indicated in Mr. Bonar Law's plan which, however, did not reckon with Italy's irreducible claims.

The reply invites Germany to make new proposals which can be examined by the Allies.

TRIVIAL GROUNDS.

BRITAIN'S NOTE TO RUSSIA CRITICISED.

CEYLON INSTANCES CITED.

BERLIN, May 14.

A message from Moscow states that M. Chicherin, speaking to a demonstration of mourning on the occasion of Vorowski's death, declared that the British demand for a three-mile zone in Russian waters contradicted the English practice in the waters around Ceylon.

He said the British ultimatum was based on trivial accusations.

The Russian reply would propose a conference

NEAR EAST POINTS.

LAUSANNE BATTLE ROYAL IMMINENT.

ANOTHER WAR DANGER.

(Reuter's Service to the China Mail.)

LAUSANNE, May 13.

This week will probably be decisive as regards the conference. A battle royal can be expected with regard to the capital points in dispute, notably a judicial regime for foreigners in Turkey and the Turco-Greek indemnities regarding which the Greeks emphasise that if the Turks persist in demanding an indemnity the war will be resumed.

FOUR DAYS TO GET OUT.

BERTHA KRUPP'S VILLA WANTED.

BERLIN, May 13.

The *Vossische Zeitung's* Essen correspondent states that Frau Bertha Krupp has been ordered to evacuate her villa at Huelgel within four days.

AUSTRALIA'S NAVAL DEFENCE.

PRESENT INACTION EXPLAINED.

SYDNEY, May 13.

Mr. Bowden, Minister of Defence, in a speech at Paramatta declared it was not proposed to abolish the Australian navy but the Imperial Conference must decide on the best type of vessel.

ARTIFICIAL COTTON.

COST STILL TOO HIGH.

LONDON, May 13.

The *Observer* understands that Messrs. Courtaulds have perfected a process for the manufacture of artificial cotton, but at present the cost is too high to enable it to compete with the real article.

EMPIRE WIRELESS DELAY.

FRENCH GOING AHEAD.

LONDON, May 13.

A wireless expert, writing in the *Observer* with regard to the delay in the Empire wireless scheme, says that equipment is being ordered for the French wireless station at Pondicherry.

BACK IN ENGLAND.

ART O'BRIEN'S FATE.

LONDON, May 14.

Art O'Brien has left Dublin under escort for London in connection with proceedings before the House of Lords to-day. He will be handed over to the English police authorities.

"SPRUNG ON US."

HONGKONG HIDE AND LEATHER SURPRISE.

PROPOSAL TO PURCHASE.

An announcement affecting the future of the Company which came as a surprise to the shareholders and even to the directors was made by the Chairman (Mr. William Humphreys) at the adjourned extraordinary general meeting of the Hongkong Hide and Leather Co. Ltd.

The purpose of the meeting was to consider a resolution which provided that 51,556 of the existing unissued shares of \$10 be divided into 129,140 shares of \$4 each; these shares to rank equally with the ordinary shares 38,343 shares out of a total of 48,343 were represented by the Directors present in addition to Mr. Humphreys being Messrs. W. Dowley, Chan Hary and Leung Yan Po.

After the resolution had been proposed by Mr. A. A. Alves and seconded by Mr. Jam Con Sang, the Chairman said that certain approaches had been made to him by genuine Chinese friends as a result of which he understood that a price of \$4 or \$5 a foot could be obtained for "everything—lock, stock and barrel." He therefore thought that he ought to put this before them so that they might have a few moments' thought before this resolution was put. He wondered whether they might not in some way ask their solicitors to put some clause in the resolution before they passed it. From what he could gather those who had approached him were willing to offer between \$4 and \$5 a foot for the whole thing best stood. At \$4 a foot it would yield about \$50 per share and at \$5 a foot the yield would be about \$75.

The shareholders had a discussion in whispers for a few minutes and then the Chairman said that as

nobody had anything to say he would put the resolution. He was proceeding to do this when Mr. M. Manuk rose to ask some questions. He wanted to know whether this offer of \$5 was in order to carry on the business.

The Chairman: To take it lock, stock and barrel.

Mr. Manuk: That is—wind up the Company?

The Chairman: I don't know what the idea is.

Mr. Humphreys added that his idea was that an amendment might be put in at the end of the resolution but he understood from their legal advisers that this was not possible and that these resolutions must either be passed or not passed.

Mr. Manuk asked whether it would not be possible to ask the shareholders if they would rather wait until they got a definite offer.

The Chairman: I don't know that the bank would wait much longer.

Later on Mr. Humphreys said: "I had been raised by one or two of the shareholders that it was open to shareholders to take up the new shares and they would not be much worse off. It was only those who did not take up the new shares who would be affected."

Mr. Dowley: The Directors have not considered this offer at all. It has been sprung on us. We undertake to communicate with the shareholders if any definite offer is made. I think we ought to go on with the resolutions.

The Chairman then put the resolution and it was carried unanimously. He announced that a confirmatory meeting would be held on May 30 at noon.

TENNIS LEAGUE.

"A" DIVISION.

The Hongkong Cricket Club did well to beat the C.R.C. on Saturday and are well in the running. Hancock and Raworth were in good form and by winning 20 games to 13 were responsible for their side's victory. Lo Man-pan and Wong Po-keung for the Chinese did even better scoring 22 games to 11.

The I.R.C. remain undefeated beating the United Service at Sookumpoo Valley.

League Table.

	P	W	L	Pts.
I.R.C.	3	3	0	3
H'kong C.C.	4	3	1	3
C.R.C.	4	3	1	3
U.S.R.C.	4	2	2	2
University	3	2	1	2
C. de Recreo	2	0	2	0
Civil Service	4	0	4	0
Kowloon C.C.	2	0	2	0

"B" DIVISION.

Queen's College lost their unbeaten record on Saturday when they went down to the University. This makes the fight for top place a very close thing the C.R.C., I.R.C., University and Queen's College all being equally good.

League Table.

	P	W	L	Pts.
Queen's College	4	3	1	3
C.R.C.	4	3	1	3
University	3	2	1	2
I.R.C.	3	2	1	2
Civil Service	3	2	1	2
C.C.C. "A"	3	2	1	2
C.C.C. "B"	3	2	1	2
Kowloon "B"	4	1	3	1
Club de Recreo	3	1	2	1
C.C.C. "A"	3	0	3	0
N.T.C.	3	0	3	0

Mr. C. F. Garstin, H. M. Consul in Shanghai for some years, went on home leave by the *Empress of Australia*.

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BIRTHS.

BARTLEY—On Saturday, May 5, 1923, to Mr. and Mrs. F. P. Bartley, a daughter.
ENGLAND—On May 7, 1923, at Shanghai, to Mr. and Mrs. E. England, a son.
CLEMENTS—On May 8, 1923, at Shanghai, to Mr. and Mrs. H. C. Clements, a son.

MARRIAGES.

FRYCE-KNOWLES—On May 1, 1923, at Singapore, Elizabeth Fryce, of Shanghai, to Herbert Hartley Knowles, of Semarang, Java.

DEATHS.

GUBBAY—On April 5, 1923, at 14, Queen's-gardens, W.2, Anna, widow of M. S. Gubbay, of Shanghai.
GILLER—On May 5, 1923, at London, England, Mr. Harry Lloyd Giller, (By cable).
URE—On May 7, 1923, very suddenly from heart failure, at Shanghai, Charles William Ure, late of Messrs. J. P. Bisset & Co., and of "Turville Court," Henley-on-Thames, England.
BRODD—On May 7, 1923, at Shanghai, Alfred Julian, second son of Mr. and Mrs. E. Brodd (Chinese Customs Service, Swatow), aged 6 years.
MCDERMOTT—On May 8, 1923, at Shanghai, suddenly, Terence McDermott, aged 42 years.

ACKNOWLEDGMENT.

Mrs. ROZA de LIMA GUTIERREZ wishes to tender her thanks to all friends for their condolences and floral tributes to the late Francisco Maria Gutierrez.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, MONDAY, MAY 14, 1923.

WHAT THAT LATEST PIRACY MEANS.

Not to be outdone by their friends ashore, China's pirates have again proved their prowess, this time seizing the Hongkong steamer "Tai Shun" and escaping with \$20,000 worth of loot. Owned by the China Merchants Steamship Company and

registered under the Chinese flag, the "Tai Shun" is not subject to Hongkong's piracy laws. However, her fate has some very distinct lessons for this Colony. Just what precautions were taken against piracy we have not yet been told, but it seems clear that guards were not carried. Since experience has shown that guards, even well armed, offer no sure guarantee against piracy being attempted, it is blinking facts to say that the "Tai Shun" would never have been seized had she been supplied with guards. The Hongkong Commission found that the behaviour of the "Sui An's" guards had been excellent. Their resistance, however, proved unavailing. Thus it is clear that short of keeping the ship in a state of siege the whole voyage, the risk of attack always remains. Consequently great importance attaches to deterrent in the form of making capture of the pirates almost certain. Could this once be assured, then pirates must respect the richest prize. And that takes the question back to the old, old point once more—China's disorders, as the "Sui An" report again emphasized, are the root of the whole evil. Not only do present conditions breed pirates but they also make capture extremely doubtful. Applying with equal force ashore, this means that China's position is becoming worse every day, especially because these outrages often involve foreigners. The "Tai Shun" incident does not raise any international points, but coming hot on the heels of the Lin-cheng outrage—even before the captives have been released—it will feed the growing belief that foreign intervention is now the only remedy if the country is ever to eradicate the bandit and the pirate pests, which are wreaking such havoc with her good name. This suggestion of foreign intervention is not new; it has been made many times before, but never has it been made with the weight it is now receiving. The latest convert is Sir John Jordan. Interviewed regarding the Lin-cheng outrage, he reported in today's cables, to have urged an international commission

to deal with the whole question of foreigners' safety. Surely China's bankrupt governments and scheming militarists realize what that means. Surely they can hear quite plainly the voice that will ring through the whole land, the voice crying first "Betrayed!" and then "Vengeance!" The prospect is a grim one, but it is real, very real. Thus China's destiny now rests upon her ability to prevent any more "Tai Shun" and Lin-cheng incidents, not only by bringing the offenders to book, but also by restoring internal order. Unless she succeeds in this vital task then will her fate be sealed indeed.

While Hongkong Sleeps.

Once again we would draw the attention of the authorities to the need of common sense and common sense in our midst. A stroll through the city's streets any night will convince the most hardened sceptic that a very considerable number of the community have no place to sleep except a friendly door-step or the pavement beneath a shop window. The Colony can afford to erect monuments costing many thousands and allow the midweek years to impress the tourist with the idea that our dead are soon forgotten; we can afford to vote large sums to support a Y.M.C.A., to benefit a class that per se is well able to furnish the funds itself; we can find money to purchase tickets for entertainment in aid of charities in Europe that are no direct concern of the majority of residents in this Colony; yet our walls and strays are allowed to sleep in the streets for lack of a doss house. Legally we presume some of these unfortunate could be prosecuted as vagrants "having no visible means of subsistence." Presumably, on conviction, they would be sentenced to short terms of imprisonment, but this would in no way remove the evil. What is needed is an establishment, where a night's lodging could be obtained for a few coppers or manual labour in lieu thereof, except in the case of the sick and infirm, who should be treated free in a separate ward. The deeds of men, who are considered to have earned a monument, would be more fittingly perpetuated by a Home for the Poor, than by the erection of effigies in stone and brass on land that might well be used as a recreation ground for the youngsters at present playing football in the streets.

LOCAL AND GENERAL.

The total output of the Kailan Mining Administration's mines for the week ending April, 1923, amounted to 94,417 tons and the sales during the period to 89,711 tons.

Messrs. Holyoak Massey & Co., Ltd. have been appointed agents for the New Zealand Insurance Co., Ltd. in Hongkong and South China. They have authorised Mr. Charles Vernon Mark to sign per pro as Manager of their Insurance Department.

A meeting of the Herkier Radio Society is to be held at Volunteer Headquarters on Thursday, May 18, at 5.30 p.m. for the purpose of discussing the future of radio communication in Hongkong. The acting Colonial Secretary is to address the meeting on Government policy and all interested are invited to attend.

Among the passengers leaving for Europe by the M.M.S.'s "Andre Lebon," which sails at 6 o'clock this evening, is Mr. F. A. Chopard, who is going back to Switzerland on business and pleasure combined. Mr. Chopard has been a resident of Hongkong for the past 24 years and has made many trips into the interior on business. Mr. Chopard expects to return here in February or March next.

According to a police report, Dr. Urquhart of No. 65, Nathan Road, was driving motor-car No. 242 along Praya East at 6.40 p.m. on Saturday. Near the Wanchai Fire Station, a crowd was watching the firemen drilling. The doctor slowed down and sounded his horn but a small boy, 8 years of age, suddenly ran out and tried to cross the road. The boy was caught by one of the wheels and his thigh was fractured. Dr. Urquhart took the injured boy to the French Hospital.

An old coolie who was charged with driving a truck without a licence appeared in Mr. Lindsay's court this morning. When asked his name he started an unintelligible riddle. Pulled up by the interpreter, he produced two photographs which the Magistrate said must be over ten years old and therefore had no bearing on the case. The defendant replied: "Oh yes, I have been in the colony for over ten years." (Laughter.)

HONGKONG STEAMER PIRATED.

LATEST DETAILS.

EUROPEAN CHIEF OFFICER'S INJURIES.

GANG'S \$50,000 HAUL.

Late yesterday afternoon, news got around that yet another daring piracy had been successfully carried out. The victim was the C.M.S.N. Co.'s s.s. "Tai Shun," a vessel of 1,962 tons gross register bound for Shanghai from Canton. She left here on Friday night for the northern port, carrying 109 Chinese steerage passengers (42 from Canton and 67 from here). There were only two European passengers, a Mrs. E. Pang, said to be a Russian, and Mr. J. A. Tyree, an Australian.

The pirates appear to have been under the leadership of a master mind for the coup was brought off without a hitch and the booty taken is estimated at \$50,000. During the attack, the Chief Officer, Mr. J. M. Crawford, was dealt a nasty blow on the arm, which has necessitated his removal to hospital where he has been detained as symptoms of blood-poisoning have developed.

The Attack.

All went well with the "Tai Shun" until 9.55 on Saturday morning. The vessel was then off Breaker Point, 50 miles from Swatow and the piratical attack was launched. Capt. Jensen at the time, was seated in the saloon conversing with Mrs. Pang and Mr. Tyree. Suddenly eight Chinese, armed with revolvers and choppers appeared and called on the Captain to surrender. At the same time a number of shots were heard, which presumably, were signals to the rest of the band. The Captain was powerless to offer any resistance. The mate on hearing the shots, ran out of his cabin on to the deck in his pyjamas. He was held up by two men—one with a chopper and the other with a revolver. The former attacked Mr. Crawford and he received a severe gash on his left arm in avoiding a blow aimed at his head. He was then forced into his cabin at the point of the revolver and locked up. Later he was joined by the Captain and the two European passengers, who had been driven up from the saloon, also at the point of a revolver. The Chief Engineer (Mr. Hodges) was held up in the Engine Room; whilst the second and third engineers, who were off duty, were held up in their cabins. These three were for the time being confined in a small engine storeroom. The second officer (Mr. L. G. Merry) was on watch at the time and was on the bridge with one of the Chinese quartermasters. Two men—one armed with a hatchet and the other with an automatic—held them up. The quartermaster immediately deserted the wheel. The second officer attempted to take over, but was ordered off the bridge, the muzzle of an automatic being pressed to his stomach. He was driven into the boat's locker in the bows of the ship, but before being shut up was carefully searched for arms, a procedure also adopted with the other officers. In the steerage and in the fore-cabin there was a general panic. Pirates appeared everywhere. There were several in the first class Chinese saloon. There were many amongst the steerage passengers whilst a number of them appeared amongst the crew. The Chinese passengers were herded together and placed in the No. 1 hold under a strong guard. The Chinese firemen and deck-hands were ordered to proceed with their duties and these were the only persons on the ship allowed any freedom at all. A couple of boats and an A.B., who showed signs of resisting, were attacked. The two former were rendered unconscious with blows on the head, presumably from the butt-ends of revolvers. The A.B. had his arm cut open with a chopper, though his wound was not as serious as that received by the Chief Officer. In a short space of time the vessel was completely at the mercy of the pirates.

Navigators Ready.

The pirates had well-laid plans and supplied their own navigators and engineers, who handled the vessel with skill. A course was set for Lamock Island, some distance from Swatow.

Some time after the seizure of the ship the officers and passengers were marched to the Captain's room, where they were locked up for the remainder of the time that the ship was under control. The pirates were comparatively friendly and refreshments were provided for the Europeans. A request of the Chief Officer to be supplied with a suit of clothes from his cabin was complied with, and the lady whose wedding ring had been taken from her had it returned.

No Lights.

In due course Lamock Island was sighted and then the pirates turned the vessel and set a course for the south. By this time darkness had set in and the vessel steamed

through the night without lights. Breaker Point was reached at 9.40 p.m. The Second Officer (Mr. Merry) was then called to the bridge and from what he could gather the pirates were doubtful as to the course they should set so as to reach their destination before daylight. The pirate leader, who most of the time had his face covered with a handkerchief, ordered Mr. Merry to set a course for Tungao Roads—some twenty or thirty miles below Breaker Point. Later the course was altered to a small creek twenty miles below the Tungao Roads. To ensure that their instructions were carried out the pirates brought the Captain of the vessel on to the bridge and he was questioned. Just before daybreak the small creek was reached and the pirates began to make preparations to leave the ship before daylight.

The Booty.

Meanwhile the ship had been thoroughly searched and looted, six revolvers, six rifles and a quantity of ammunition being taken from the Captain's cabin, and everything of value from the passengers; even the crew were searched. The comrade's department probably proved a disappointment, only three boxes of silver being found. The second and third comrade's assistants were bound and gagged and threatened with torture if they did not reveal where other boxes were hidden, but there were no other boxes on board.

The comrade himself managed to elude the pirates. The vessel carried a general cargo, including bales of silk and baskets of merchandise, but for the most part this was not touched.

The loot was collected, sorted out, and rolled up in blankets before being taken from the ship; bundles were labelled and numbered in a most systematic manner.

The Pirates Depart.

Nearing shore the vessel passed by many junks and it was obvious from the actions of the pirates that they tried to capture several of these to take away the loot. The junk people on the whole proved to be too cunning for the pirates, and gave the vessel a wide berth. Exasperated, the pirates commenced to fire on every passing junk; but many of the junks returned the fire and in one case a junk is said to have fired one of its primitive cannons at the vessel. In the creek a junk was caught unawares and the crew were covered with rifles and ordered to come alongside. The loot was hastily lowered into the junk and a number of the pirates were sent to convey it to shore.

Captain as Hostage.

The pirate leaders did not leave on the junk but ordered the ship's crew to lower one of the life boats and to man it. The Captain was placed on board as hostage and before departing the pirates threatened that if the vessel attempted to leave before a given time the Captain would be killed. They also ordered the firemen to blow off all steam in the boilers. This was done; and in addition the fires were drawn. To further delay the departure of the vessel the pirates unscrewed a number of nuts in the engine-room but owing to the fast approaching daylight they did not have time to do much damage. About half an hour after the departure of the lifeboat the Captain and crew returned to the ship and the "Tai Shun" started for Hongkong.

No Guards Carried.

The vessel flies the Chinese flag and carries no guards as she does not come under the Regulations set up by the Hongkong Piracy Ordinance.

CAPTAIN INTERVIEWED.

Pirates expected bigger haul. Captain Jensen, when seen this morning, told a *China Mail* reporter that he had little to add to what had already appeared in the morning papers. There was reason to believe, however, he said, that the pirates expected to find more specie on board. This was borne out by the diligent search they made for the comrade. "In our haste to get back to Hongkong," he added, we unfortunately damaged our boilers through getting up steam too quickly and we shall not be able to leave for two or three days.

"LOOKING FOR TROUBLE."

COMMANDER BECKWITH'S VIEWS. These people were looking for trouble and they found it. The Commander Beckwith, the Harbour Master, when asked whether

TERMS AGREED UPON.

CAPTIVES RELEASE ASSURED.

PEKING, May 13. The Government announces that Government delegates at Lin-cheng have come to terms with the bandits. It has been agreed that the troops shall be withdrawn and the bandits later enrolled in the national army.

The bandits returned to the hills. They promised to release some of the captives immediately and the remainder when the agreement had been carried out.—*Reuter*.

BRIGANDS' THREAT.

RELATED MESSAGE CAUSES EXCITEMENT.

PEKING, May 13. Some excitement was caused here to-day owing to the receipt of a message by the American, French and Italian consuls from Lin-cheng stating that an ultimatum has been received from the Brigand chief, declaring that unless the terms are accepted within two days he would kill all the captives. It transpires, however, that the message was sent off from Lin-cheng 36 hours previously and meanwhile the Government delegates had met the bandits and agreed to their demands, so little apprehension is felt here regarding this threat.—*Reuter*.

CHINA'S FOREIGN MINISTRY.

DR. WELLINGTON KOO FAVOURED.

PEKING, May 13. The Cabinet, to-day, decided to urge Parliament to vote on the nomination of Dr. Wellington Koo for the Ministry of Foreign Affairs as soon as possible in view of the Lin-cheng affair. It is understood that the Legations recently urged the Chinese Government to do its utmost to persuade Dr. Wellington Koo to assume his post.—*Courtesy Daily Bulletin*.

FINANCE MINISTER RESIGNS.

PEKING, May 13. A mandate issued last night accepts the resignation of Liu En-yuan, Finance Minister, and appointed Chang Ying-ho acting Finance Minister.—*Courtesy Daily Bulletin*.

he had any views to air on the subject. "Chinese owners allow their vessels to book passengers at Canton and at Hongkong well knowing that as long as the vessel flies the Chinese flag no search will be made at either port as long as her destination is not Amoy or Swatow."

"As far as Hongkong is concerned," added the Harbour Master, "we have all our work cut out to look after the British flag, which is what we are here for. A Chinese-owned vessel has once again been pirated by Chinese and the owners must look to the Chinese Government for redress."

LOCAL PIRACY LAW.

"TAI SHUN" NOT AFFECTED.

At the Marine Surveyor's Office it was learned that though the Captain of the "Tai Shun" had been issued a passenger certificate, the Piracy Regulations could not be enforced as the vessel was not carrying passengers from Hongkong to Swatow or Amoy.

The passenger certificate in question was only issued on April 24. The vessel under ordinary circumstances would be allowed to carry 8 saloon passengers, 476 between deck, 116 weather deck or 600 in all. Owing to insufficient boat and raft accommodation the vessel is only licensed to carry 135 exclusive of saloon passengers and crew. When the vessel cleared from Hongkong she was carrying 109 deck passengers.

It appears that there is some agreement between the C.M.S.N. Co. and B. and S. whereby the former company's boats carry no passengers from Hongkong to Swatow or Amoy. Had the vessel been on this run with passengers the Piracy Regulations could have been enforced and the vessel besides carrying passengers and goods would have been searched before leaving Hongkong.

\$10,000 ACCIDENT CLAIM.

HEARING CONCLUDED TO-DAY.

WIN FOR PLAINTIFF.

The hearing was concluded in the Supreme Court before the Chief Justice (Sir William Rees Davies, K.C.), to-day of the case in which Mr. Jacob Julius Thorman, a Causeway Bay motor engineer, claims from Mr. and Mrs. Elias van Castricum, formerly of 87, the Peak, \$10,000 damages for bodily injuries, loss of income, and damage to his motor cycle caused by a collision with a car driven by Mrs. van Castricum and owned by her husband, in which the lady is alleged to have been guilty of negligent driving. The accident took place on the 11th March of last year on the road between Repulse Bay and Aberdeen, near the Deepwater Bay Golf Club.

Mrs. Van Castricum is alleged to have failed to keep a proper look out, and to have negligently waved her left hand over the side of the car, leading the plaintiff to believe that she wished him to cross over to his right hand side of the road, and then after he had started to cross the road she suddenly turned her car to the left, and so brought about the accident.

Mr. Eldon Potter, instructed by Messrs. Johnston, Stokes and Master, is appearing for the plaintiff and Mr. F. C. Jenkin, instructed by Messrs. Deacon Shenton and Harston, for the defendants.

Before Mr. Jenkin began his address to the jury, this morning Mr. Potter said he had a short submission to make to His Lordship. Mrs. Van Castricum, he pointed out, had admitted quite frankly that if she had kept straight on there would have been no accident. Instead of that she turned to the left because she considered she was entitled to go to that side of the road. Mr. Potter contended that if the jury found, as he should put it to them on the evidence they must find, that Mrs. Van Castricum by carrying on straight ahead on the course she was on could have avoided an accident it was her imperative duty to do so. He quoted a number of authorities in support of his argument and the Chief Justice noted the point.

In the course of his address, Mr. Jenkin maintained that if Mrs. Van Castricum was in any doubt as to what the plaintiff was going to do it was her duty to go to the proper side of the road.

Mr. Potter having addressed the Court, His Honour briefly summed up to the jury, who, after a short adjournment returned a verdict for the plaintiff for the full amount claimed with costs. Judgment was entered accordingly.

WEEK END FIRES.

TIMBER YARD BLAZE.

The Fire Brigade dealt with two fires on Saturday, neither of which caused much damage. At two o'clock in the afternoon two matches near the Bay View Police Station in which were stored soap and bamboo poles, were ignited, the blaze assuming alarming proportions. As both the contents and the materials used in building the sheds were highly inflammable the conflagration soon covered the whole area of about 100 square feet and the flames shot upwards to a considerable height. Two engines from the Central Station and two from Vanchai were sent to deal with the outbreak and had the blaze under control in half an hour. The damage has not been assessed as yet.

At 10.30 p.m. the Brigade was summoned to attend another outbreak at No. 49, Des-Voeux Road Central where a cubicle had caught fire. This was quickly put out and very little damage was done.

SOCIAL AND PERSONAL.

Mr. J. R. Gibson, an old resident of Kobe, died from heart failure at his residence there at the beginning of this month. Mr. Gibson was a resident of some 35 years standing.

Mr. and Mrs. C. Thorpe left by the "President Madison" for Manila. Other passengers included Major Marshall, Capt. G. M. Peabody, Lt. B. C. Snow, Lt. E. C. Bator.

Mr. Charles Chicken, of Kobe, a member of the firm of Jardine Matheson and Co., Ltd., of Kobe, Japan, who died at sea, being the late transport officer, left personal property of the value of \$5,813.

CHINA'S WORST CURSE.

STRONG ACTION NEEDED AGAINST BANDITS.

INTERNATIONAL COMMISSION?

(Reader's Service to the China Mail.)

LONDON, May 13.

Sir John Jordan, interviewed by the *Observer*, expressed the opinion that the general lawlessness in China was the result of the comparative absence of Government.

The payment of ransoms for kidnapped persons simply put a premium on further outrages. The Government at Peking, which possessed 30,000 troops and good generals, ought to adopt severe punitive measures. The whole future safety of foreigners in China depended on strong measures against the bandits.

An international commission to deal with the whole question on the spot should be one of the first steps.

STREET FOOTBALL.

MAGISTRATE AGAIN DISMISSES CHARGES.

PEDESTRIANS NOT ANNOYED.

Apparently, the police are still endeavouring to stop the Statue Square nuisance, which Mr. E. D. C. Wolfe, the C.S.P., recently described as extremely dangerous.

This morning Sergeant Elston prosecuted two Chinese boys named Lo Kau (16) and Wong Kai (15) for playing football in Wardley Street at 10.30 a.m. yesterday. A tennis ball which was alleged to have been used was produced in court.

Both defendants denied the charge and a Chinese detective gave evidence of arrest. He stated that he saw five or six boys playing football and rushed up to seize them. They scattered and he only managed to get the two defendants.

Replying to His Worship, witness said that some pedestrians were in the street and the game attracted a number of passers-by who acted as spectators. The game did not actually interfere with or impede passers-by.

His Worship: I can't find this case proved. I have no evidence that any pedestrians were annoyed. Defendants are discharged.

The next case before the Magistrate was another street football case in which two other boys named Yuen Tak (15) and Chung Kwai (13) were also charged with playing football at the same spot a quarter of an hour later.

His Worship to Sergeant Elston: Collected again, I suppose?—Yes.

Asked to plead, first defendant said that he was a passer-by and did not know the second defendant. The ball rolled to him and he gave it a kick. Second defendant made a similar statement.

His Worship to defendants: Do you admit annoying other people in the place?—No. No other people were using the street.

The Chinese detective who made the arrests in the preceding case was also responsible for this capture and he was put in the box again.

In reply to a query by the Magistrate witness said that he had been specially detailed to look out for this class of offence. He arrested defendants at 10.45 a.m., immediately after returning from the Central Police Station.

His Worship: Did it only take you 15 minutes to get back to Central and down again?—Yes.

Nonsense. It will take longer than that.

Witness went on to relate that there were six or seven boys playing and they dispersed when he tried to arrest them.

His Worship: Why did you arrest them? Merely kicking a ball in the street is no offence.

To Sergeant Elston His Worship said: "I thought I made it quite clear last week that somebody must be annoyed to constitute an offence."

Sergeant Elston replied that he was in Statue Square at 10 a.m. yesterday and there was quite a number of people in the place, probably going to church.

His Worship: From where? From the Hongkong Club? (Laughter.)

Sub-Inspector Grant, who was in Court, volunteered the information that a lot of people from Kowloon went to church through Wardley Street, along Beaconsfield Arcade and up the steps facing the Queen's Road. His Worship remarked that his knowledge was that people from Kowloon generally went through Lee House Street and up Battery Path.

Answering a further question, the Chinese detective said that some respectable Chinese were passing and added that the ball rolled into Des Voeux Road Central thereby obstructing traffic.

His Worship: You are telling lies. Defendants are discharged.

INTENSIVE ADVERTISING.

TOBACCO COMPANY'S LOCAL DRIVE.

HAWKERS IN TROUBLE.

What Sergeant Elston described as in the nature of a test case came before Mr. R. E. Lindsell this morning when a hawker who had a licence to "squat"—this being the official term for permission to erect a small semi-permanent stall in the street at a particular point—was charged with exceeding the space allowed in his licence.

At the outset Sergeant Elston explained that arising from a competition promoted by the British-American Tobacco Company to encourage cigarette hawkers to put up special displays of B.A.T. cigarettes and advertising matter, for which prizes were awarded to the best displays, cigarette hawkers all over the colony had decorated their stalls. Defendant, who was only allowed 6 feet by 3 feet had made his stall cover about 10 feet by 5 feet. Sergeant Elston added that a representative of the Company was in court.

His Worship asked why the company was not prosecuted for aiding and abetting, and Sergeant Elston replied that the police wished to get His Worship's opinion and advice first.

A representative of the company who spoke with a pronounced American accent then addressed the Magistrate. He admitted that the company had promoted the competition, adding that some of the stalls had used much ingenuity in their designs.

His Worship replied that this had nothing to do with the case which merely prosecuted the hawker for exceeding the space allowed by his licence.

The company's representative went on to speak of a meeting held at 12.30 p.m. on Saturday by the Hawkers' Guild the result of which was that a delegation immediately went to the B.A.T. office complaining that as a result of the competition, the police were arresting a number of hawkers and that some of the stalls had been smashed. He attributed the company's not consulting the police in the first place to ignorance of the law but they subsequently stated that they were exceedingly anxious to co-operate with the authorities.

The representative also said, with considerable warmth, that the company had been fighting for six years to overcome anti-foreign feeling and that they had just succeeded in getting the hawkers to work with them—a very important factor in their business—but the present situation had put them back six years.

Sergeant Elston informed His Worship that he did not hear of the advertising campaign till a few days ago when he saw a number of wooden manikins in Cochrane Street put up by a hawker to draw attention to his display. He then found out about the requirements of the law. As the directions in the licence had not been complied with he had made the arrests. The offending superstructures had been taken into the police compound as they had grown larger day by day. Without the superstructures the stalls were of the proper size.

At this stage the representative interrupted to inform His Worship that a number of the displays had been smashed.

The Magistrate expressed the opinion that an offence had been committed, but thought a caution would meet the case. He then told the Court Interpreter to inform the defendant that, irrespective of competitions, promoted by any company, he must keep within the requirements of the law which only allowed his stall 6 feet by 3 feet. Even though attractive prizes were offered, he must keep his stall within the proper size.

The representative then made an application for the superstructure which had been seized to be returned.

RETIRING D. P. W.

PRESENTATION TO MR. PERKINS.

HONGKONG'S BIG CHANCE.

The Hon. Mr. T. L. Perkins, who is leaving for home on retirement on Wednesday, after 19 years' service with the Public Works Department of the Colony (the last two as Director) was the recipient, on Saturday, of a presentation from the European and Chinese staff under his control.

In making the presentation on behalf of the European staff Mr. H. T. Jackman, an Assistant Director of the Public Works Department, reviewed his nineteen years' experience with the department. Mr. Jackman said he thought the outstanding features had been Mr. Perkins' work in the improvement of building construction; during the period he was in the Building Ordinance Office. He was responsible, too, for the introduction of more modern methods of road construction in the Colony to meet the increasing wear and tear of the roads due to the higher speeds and weights of the motor vehicle; and latterly, his was the brain responsible for the preparation of a scheme of town planning for Hongkong and Kowloon, so that the Colony might develop along well-arranged and economical lines. The Speaker felt sure that these works had been, and would be, of considerable benefit to Hongkong. The staff would always remember the support and assistance Mr. Perkins had given in its endeavours to procure a satisfactory revision of the salaries scheme, and they were all very grateful to him. As to Mr. Perkins himself, the whole staff recognised that he was a man full of boundless energy, with a huge appetite for hard work, and one who was never satisfied till he was sure that the work in hand had been pushed forward as far as circumstances would permit.

Mr. Jackman then made the presentation, and remarked in conclusion that they all wished Mr. Perkins many years of life in which to enjoy his retirement. (Applause.) The presentation consisted of a large group photograph of the European staff, a handsome silver cigarette box with silver case inside, a silver salver and bowl, and two silver ornaments.

MR. PERKINS' REPLY.

The Hon. Mr. Perkins in reply, said he hardly knew how to express his thanks. As they were aware, it was not very much in his line, accepting presents, but coming from them, their farewell gift possessed for himself a very much enhanced value. His work with the P.W.D. had been particularly strenuous, and his work previously had been no less so. During his time the Colony had developed fast, and big things had been done. The reason was that the work of the P.W.D. staff had always been of such a loyal and strenuous character. He felt that Hongkong had a big chance at the present day to advance, in spite of its topographical disadvantages. In many ways it could not be approached by any other town of its size in the world to-day. Building works, sewerage works, waterworks, and road works had all been attended by special difficulties, such as would not be met with elsewhere. That these difficulties had been overcome was well within the knowledge of all present. A day or so ago sitting in the Hongkong Hotel with some visitors from Australia, the talk was of the tremendous amount of work that must have been done to make Hongkong what it is to-day. One man remarked that Hongkong was all right in its way, but there was

so little of it. Having gone over a few roads, there was nothing more to be done. However that might be, Mr. Perkins continued, what little there was was well done, and the staff of the P.W.D. were the people who were responsible for its being well done. He was intensely proud of the engineers of his department, and he felt sure that the Government had never had a better or more loyal body of officials than at present.

Referring to the presentation, Mr. Perkins said the gifts would be a lifelong reminder of them all. The majority of those present he had known intimately for years, and though there had been times when they had had their "little heart-to-heart talks," yet for the most part they had always worked together amicably, and had been prepared to back each other up when necessary. He thanked them all most sincerely both on behalf of his wife and himself. (Applause.)

Shortly afterwards the Chinese staff made Mr. Perkins a presentation consisting of a beautifully worked silk picture in a blackwood frame. The subject of the picture was an eagle perched on a fir tree branch, one end of which tapered gracefully over the face of the moon. A Chinese poem was painted on it, explaining the nobleness of the eagle, the straightness of the fir, and the gentle purity of the moon. The whole conveyed a subtle compliment to the recipient. Inscribed on a silver plate, in English, at the foot of the picture, were the words:

"Presented to the Hon. Mr. Perkins, Director of Public Works, Hongkong, by the Chinese staff on occasion of his retirement from the Government service, in 1923."

The presentation was made on behalf of the Chinese staff by Mr. Cheng Cheuk Hin, who wished Mr. Perkins many years of health in which to enjoy his retirement, and remarked on the happy relationship that had always existed between him and his Chinese staff.

Mr. Perkins made a suitable reply, thanking the donors for their kindly thought, and remarking on the excellent way in which the staff had always served him. He added that with the exception of one occasion at Queen's College many years ago, this was the first presentation that had ever been made to him in Hongkong.

SHUHHING HARDSHIPS.

HIGH PRICES RULING.

A letter, published in the *Tai Kwong Po*, has been received by the local Shuuhing District Commercial Association from their relatives and friends in the unfortunate town giving details of the sections of the town which have been looted by soldiers or brigands. Curious to relate sections close to one another are either guarded by soldiers, are closed owing to outrages by bandits, or are enjoying comparative quiet.

A committee of Chinese in Hongkong is raising funds to relieve distress in Shuuhing where the price of rice and import necessities has shot sky high owing to the lack of transport.

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RELEASED.

MR. ROWSON FREE AND WELL.

BACK HERE TO-MORROW.

A radio telegram from Pakhoi has been received by the local manager of the British American Tobacco Company, announcing that Mr. Rowson, who has been a captive in the hands of Chinese bandits for nearly three weeks, has been released. Mr. Rowson is in good health and is returning on board the "Taikwa Maru," which is due here to-morrow. As the telegram reads: "Will arrive 'Taikwa Maru' to-morrow, it is presumed that Mr. Rowson is accompanied by both Mr. Mayes and Mr. Annmiller, who left there a week ago on Sunday in the hopes of obtaining the release of the captive.

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HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton day at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton day at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
Sailings: From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 4 p.m. only).

Further information may be obtained at this Company's Office, 41 Des Vaux Road Central, Messrs. Tuen Oon & Son, or the American Express Company Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH

FOR BOSTON AND NEW YORK.

S.S. "KENDAL CASTLE"Sailing on or about 2nd June.
S.S. "WRAY CASTLE"Sailing on or about 8th July.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

STUMS having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.
Vessels have accommodation for Saloon passengers.

FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "NIPPON"Sailing on or about 7th June.
S.S. "FIUME"Sailing on or about 28th June.

FOR SHANGHAI, YOKOHAMA AND KOBE.

S.S. "FIUME"Sailing on or about 31st May.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "DMSINGA"Sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

AMUR MARU (Calling at Marseilles).....Thursday, 14th June

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Capetown—Passenger service.

PANAMA MARUFriday, 1st June

BOMBAY—Frequent service via Singapore and Colombo.

SUMATRA MARU (Calling at Penang).....Monday, 21st May

ALTAI MARUTuesday, 22nd June

DETA & BANGKOK via SAIGON & SINGAPORE—Regular Monthly Passenger service.

KISHU MARUFriday, 1st June

CALCUTTA—Monthly Service via Singapore and Colombo.

HONOLULU MARUFriday, 8th June

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports taking cargo to OYLAND POINTS U.S.A. Canada. Passenger service.

AFRICA MARUWednesday, 16th May

NEW YORK—via PANAMA.

HAMBURG MARUSaturday, 7th July

JAPAN PORTS—Shanghai, Yokohama, Kobe & Yokohama.

ATLAS MARUMonday, 28th May

ALPS MARU (Mojito direct).....Tuesday, 29th May

KWELUNG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

KIAO MARU.....Every Sunday Noon.

AMAKUSA MARU.....Every Sunday Noon.

YAKAO via SWATOW and AMOY.

BOHRI MARUThursday, 24th May

For sailing dates and further particulars please apply to—

K. SHIMA, Manager, No. 1, Queen's Building.

Tel. Central No. 4090.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.

VIA SHANGHAI, NAGASAKI, Kobe, YOKOHAMA, VANCOUVER, MONTREAL & QUEBEC.

From Hongkong, Vancouver, From Canada, England, June 18

E/Asia May 17 June 4 E/Scotland June 9 June 29

E/Canada June 2 June 18 E/France June 13 June 29

E/Russia June 14 July 2 E/Scotland July 7 July 14

E/Australia June 20 July 18 Montreal July 27 Aug. 3

E/Asia July 12 July 30 E/Scotland Aug. 4 Aug. 10

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of Cabin on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Pacific, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department Telephone 762 Cables CANADIAN PACIFIC

Freight and Express Telephone 41 Cables CANADIAN PACIFIC

NAUTILUS.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF
LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINT.

TO MANILA, SAIGON AND SINGAPORE.

U.S.S.B. "Morra"Due Hongkong 15th May.
"West Ivan"Due Hongkong 16th May.
"West Ivan"Due Hongkong 16th May.
"West Ivan"Due Hongkong 16th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT KEVED.

FOR FULL INFORMATION, APPLY TO
STRUTHERS & BARRY.

L. EVERETT, General Agent for JAPAN, CHINA, PHILIPPINES, INDIA, CHINA, STRAITS AND JAVA.

1st Floor, Queen's Building, Phone Central No. 3008, G. P. BRADFORD, San-Agata.

NOTICE OF STEAMERS.

The B. F. s.s. "Titan" arrived at Liverpool on May 7.

The B. F. s.s. "Mermaid" left Liverpool on Apr. 8 for Singapore, Hongkong, Shanghai, Kobe and Yokohama and is due at this port to-day.

The B. F. s.s. "Perseus" for London, Hull, Rotterdam and Hamburg left Shanghai on May 10 for this port and was due here on May 12. The vessel was dispatched at 4 p.m. to-day.

The N.Y.K. s.s. "Akita Maru" (Bombay Line) left Moll for Hongkong on May 9 and is expected here to-day.

The N.Y.K. s.s. "Ipo Maru" (Amorica Line) left Kobe for Hongkong via ports on May 7 and is expected here to-morrow.

The B. F. s.s. "Achilles" from Pacific ports left Nagasaki on May 11 for this port and is due here to-morrow at daylight.

The N.Y.K. s.s. "Sashar" left Shanghai for this port on Saturday 12 at 11 a.m. and is due here to-morrow at about 6 a.m.

The N.Y.K. s.s. "Genoa Maru" (Bombay Line) left Singapore for Hongkong on May 9 and is expected here to-morrow.

The N.Y.K. s.s. "Tango Maru" (Australian Line) left Thursday Islands for Hongkong via Zamboanga and Manila on May 8 and is expected here on May 18.

The N.Y.K. s.s. "Bengal Maru" (Calcutta Line) left Singapore for Hongkong on May 10 and is expected here on May 17.

The B. F. s.s. "Phenix" from Liverpool left Singapore on May 11 for this port and is due here on May 18.

The O.P.S. R.M.S. "Empress of Asia" Capt. L. D. Douglas, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C. via Shanghai (Wooenag), Nagasaki, Kobe and Yokohama at noon on May 17.

The B. F. s.s. "Eurylochus" for Boston and New York left Shanghai on May 13 for Keelung and Hongkong and is due here on May 18.

The O.P.S. R.M.S. "Empress of Canada" left Vancouver for Hongkong via Japan ports, Shanghai on May 13 and is expected here on May 14 and expected here on May 14.

The N.Y.K. s.s. "Katori Maru" (European Line) left London for Hongkong via Marseilles and ports on Apr. 14 and is expected here on May 21.

The N.Y.K. s.s. "Awa Maru" (Bombay Line) left Bombay for Hongkong via ports on May 3 and is expected here on May 11.

The O.P.S. R.M.S. "Empress of Australia" arrived at Yokohama on May 11 left Yokohama on May 12 p.m. and is due at Vancouver on May 21.

The N.Y.K. s.s. "Iki Maru" (Australian Line) delayed for 10 days owing to the survey and is expected here on May 25.

The N.Y.K. s.s. "Muroto Maru" (Calcutta Line) left Calcutta for Hongkong via ports on May 6 and is expected here on May 17.

The B. F. s.s. "Dioned" left Liverpool on Apr. 21 for Penang, Port Swettenham, Singapore, Hongkong, Shanghai, Kobe and Yokohama and is due here on May 18.

The B. F. s.s. "Taurus" left Liverpool on Apr. 23 for Singapore, Hongkong and Shanghai and is due here on May 21.

The N.Y.K. s.s. "Atsuta Maru" (European Line) left London for Hongkong via ports on Apr. 23 and is expected here on June 9.

The B. F. s.s. "Eberus" left Liverpool on May 4 for Hongkong and Shanghai and is due here on or about June 8.

The E. A. Co's s.s. "Panama" left Hamburg on Apr. 17 and is expected here on June 10.

CONSIGNEE'S NOTICE.

Cargo by the m.s. "Malaya" remaining undelivered after May 18 will be subject to rent. Damaged goods will be examined on May 18 at 10 a.m. Agents—John Manors & Co., Ltd.

Cargo by the "West Momentum" "Fawlet" not taken delivery of by May 18 will be subject to rent. Damaged goods will be examined on May 17.

Caution of Despondency. Despondency is often caused by indigestion and constipation and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

WING CHEUNG & CO.

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAPA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,000	10th May	MARSHALLS, LONDON & Antwerp.
"NYANZA"	7,000	10th May	MARSHALLS, LONDON & Antwerp.
"LAHORE"	5,232	10th May	Singapore, Colombo & Bombay.
"ROUDAN"	5,232	10th May	Singapore, Colombo & Bombay.
"REYPORE"	5,232	10th May	Singapore, Colombo & Bombay.
"HARDINIA"	5,232	10th May	Singapore, Colombo & Bombay.
"DELTA"	5,232	10th May	Singapore, Colombo & Bombay.
"SICILIA"	5,232	10th May	Singapore, Colombo & Bombay.
"MALWA"	5,232	10th May	Singapore, Colombo & Bombay.
"DEVANHA"	5,232	10th May	Singapore, Colombo & Bombay.
"SODAN"	5,232	10th May	Singapore, Colombo & Bombay.
"KEITA"	5,232	10th May	Singapore, Colombo & Bombay.
"KASHMIR"	5,232	10th May	Singapore, Colombo & Bombay.
"MAEDONIA"	5,232	10th May	Singapore, Colombo & Bombay.
"DONGOLA"	5,232	10th May	Singapore, Colombo & Bombay.
"MANTUA"	5,232	10th May	Singapore, Colombo & Bombay.

BRITISH INDIA-APCAR SAILINGS (South)
"JANUS" 4,924 13th June Calcutta, via Singapore & Penang

EASTERN & AUSTRALIAN SAILINGS (South)
"EASTERN" 4,000 2nd June Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN
"OHARRATA" 5,683 10th May Japan.
"DELTA" 5,683 10th May Japan.
"JANUS" 4,924 13th May Japan.
"ROUDAN" 5,232 10th May Japan.
"DEVANHA" 5,683 10th May Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must carry their own Hotel expenses at Singapore while waiting for the on carrying steamer.
1st Saloon Passengers may travel by R.M.S. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.
All cabins are fitted with electric fans free of charge.
Parcel Messengers not more than 21 lbs. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage Fares, Freight, Handbooks, etc., apply to:
MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central HONGKONG. Agents.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM NORTH CHINA.

May 12.-J.C.I.L. Tjisondari.

FROM SHANGHAI.

May 15.-P. & O. Kashgar.
15.-B.F. Eurylochus.

FROM JAPAN.

May 20.-J.C.I.L. Tjisondari.

FROM BANGKOK AND SWATOW.

May 15.-E.A. Binsang.
19.-E.A. Banks.

FROM SINGAPORE.

May 15.-U.S.S.B. Mors.
15.-B.F. Phenix.
June 10.-U.S.S.B. West Iran.

FROM CALCUTTA.

May 17.-B.L. Chakrata.
20.-B.L. Janus.
27.-N.Y.K. Munoran Maru.
28.-B.L. Japan.

FROM BOMBAY.

May 14.-N.Y.K. Akita Maru.
15.-N.Y.K. Genoa Maru.
21.-N.Y.K. Awa Maru.

FROM MANILA.

May 15.-U.S.S.B. Mors.
June 10.-U.S.S.B. West Iran.

FROM SYDNEY AND MELBOURNE.

May 14.-N.Y.K. Tango Maru.
21.-N.Y.K. Aki Maru.
22.-N.Y.K. Aki Maru.
23.-N.Y.K. Aki Maru.
24.-N.Y.K. Aki Maru.
25.-N.Y.K. Aki Maru.
26.-N.Y.K. Aki Maru.
27.-N.Y.K. Aki Maru.
28.-N.Y.K. Aki Maru.
29.-N.Y.K. Aki Maru.
30.-N.Y.K. Aki Maru.

FROM NEW YORK.

May 16.-T.L.O. Ethna Allen.
18.-B.F. Eurylochus.

FROM HAMBURG.

May 15.-N.Y.K. Akita Maru.
16.-N.Y.K. Genoa Maru.
21.-N.Y.K. Awa Maru.

FROM COPENHAGEN.

June 1.-N.Y.K. Akita Maru.
2.-N.Y.K. Genoa Maru.
3.-N.Y.K. Awa Maru.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BANDIT OUTRAGE.

TIENTSIN, May 12.
The boys Allen and Pinger arrived at Tientsin last night, accompanied by Major Horsfall of the American Legation. Both boys were wearing Chinese clothes and shoes, but were looking none the worse for their experiences. They evidently had been made much of by the bandits.

One of the first facts established as a result of an interview with Major Horsfall was that the mysterious William Smith, whose name was on the passenger list but whose existence some doubt is with the bandits. He is a British subject hailing from Manchester and was on his way from Hongkong to Peking to see the Great Wall. Chinese on the train confirmed that he was a traveller. He is elderly and gray-haired. Nobody seems to have come in contact with him, in the bandits' camp.

Reports so far have indicated that the bandits are standing out for a substantial ransom as well as a guarantee of their own safety. This is apparently incorrect. They sent out letters demanding that the troops be withdrawn and they be allowed to remain to administer the three neighbouring haies which is practically composed of bandits; also to receive twelve months' back pay. It is the withdrawal of the troops they most insist on and they threaten to kill the captives unless this is done.

One of the obstacles to an arrangement with the bandits for the release of the captives hitherto has been the fact that General Ho Feng Yu, in charge of the Shantung Mixed Brigade, which surrounded the bandits is a man with whom the bandit leader is at blood enemy. The elder brother of the bandit who was formerly chief of the bandits in this district was executed by Ho Feng Yu and the body was badly mutilated. A picture of it is still exposed at Lincheng station.

Ho Feng Yu's troops have not been paid for eighteen months, yet they manage to eke out an existence, which suggests they are sympathetic with bandits. He is unable to do anything with the bandits, as they refuse to negotiate with him and resent any attempt by foreigners and others to interfere.

When the American boys were handed over, Ho Feng Yu demanded a receipt which was duly given. The following letter from Major Pinger was brought out:

"It is impossible for me to return with my messenger, but my son can do so. Self and other foreigners, about twenty, urgently recommend you to immediately impress upon the Government authorities the necessity of withdrawing the troops. If this is not complied with in three days we are threatened with the worst. These men told us they are not professional bandits, that they are holding us to ransom; but that they have suffered at the hands of the troops for some time and they used this method as a last resort for the purpose of securing their removal. Please wire the full facts to the British and American Ministers regarding the seriousness of our position. Delay is extremely dangerous. Until we are liberated all means should be used to prevent troops firing, as any action will precipitate our fate. Send European food back by the messengers, as our captives are having trouble in feeding us."

Ho Feng Yu stated that he had threatened to kill every inhabitant of the three haies if any foreigner is killed, but this is regarded as an empty threat.

One of the Chinese prisoners who was formerly a brother officer of the bandit leaders of Chang Ching Yao's army in Honan, told the bandits that, if anything happened to the American boys they would lose their heads, and suggested he be permitted to take them out, then the bandits agreed. Yang brought the children to the railway where Mr. Anderson took charge of them.

Ho Feng Yu refused to allow Mr. Anderson and the foreign doctor to visit the captives. He pleads that he could not accept the responsibility for the probable detention of these foreigners by the bandits.

Communication with the bandits hitherto has been effected by means of padlocks. The foreigners are imprisoned in Tientsin mountain.

The only lady appears to be a Mexican, Madame Veron, who refuses to leave her husband. Mr. Musso is said to be ill, but it is understood that his illness is not serious and that he is getting better. The others apparently are cheerful. The captives are evidently kept apart.

It is stated that the report that the brothers Elias have been released is inaccurate.

Now is the time for re-examination of the bandit leader. The bandit leader is said to be a man of high intelligence and is being examined by the Chinese authorities.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

Peking, May 13.

The Chiao Tungpu states that the bandits have brought back the latter's terms which are that all troops must withdraw fifty li from the bandit stronghold at Pootzuku, and their immunity from punishment must be guaranteed by military authorities and the local gentry. Then they will release all captives.

The Chiao Tungpu wired to the Shantung Tsuchun ordering him to accept these terms. The Tsuchun accordingly proceeded to Lincheng where he will arrive at six o'clock this evening.

Wu Yu Lin is also intending to proceed to Lincheng to-night.

The bandits are willing to release all captives except two whom they desire to retain as hostages, according to information brought by Major Horsfall of the American Legation, who arrived in Peking this morning. It is probable that fifteen foreigners are still captives.

A Mandate refuses to accept Tien Chung Yu's resignation at present. It says that the Ministries of War and of the Interior have already been ordered to investigate and decide who should be reprimanded in connection with the outrage. The Tsuchun must remain at least till all the captives are released.

PEKING, May 13.

The Chiao Tungpu (Ministry of Communications) announces the receipt of a telegram despatched at midnight from Lincheng by the Government's special delegate, stating that the Commissioner of Foreign Affairs at Kiangsu and Mr. Roy Anderson had succeeded in arranging terms with the bandits.

It was agreed that the Government troops should be withdrawn from around Pootzuku, and the bandits later enrolled in the national army.

The bandits expressed satisfaction at the terms, promising to release a number of captives on the return to their base, the remainder to be released as soon as the agreement was carried out.

General Tsao Kun has ordered the Chief of Police at Tientsin to proceed to Lincheng on his behalf.

LONDON, May 13.

In a leading article on the Lincheng outrage, *The Times* points out that numbers of other foreigners have been kidnapped in China since the Central Government became paralysed, and says that for none of these offences has reparation been exacted severe enough to alarm the criminals, nor to convince the Peking Government that foreigners must be protected. Neither money payments nor apologies will suffice to attain the preservation of the prestige of the Western Governments and the safety of the lives and property of their citizens. It is hard to suggest what measures should be required by China to secure this in her present state of military anarchy, but the Powers will have either to devise and impose them, or look on helpless at the perpetration upon their countrymen of fresh outrages constantly growing in number and enormity.

JAPAN'S CRAMPED POPULATION.

LONDON, May 13.
Lecturing before the Japan Society in London, the Japanese Professor Hishinuma said that Japan's cramped population caused anxiety, and naturally Japan cast eyes on the thinly populated areas of North and South America, Canada and Australia, where she could send her surplus population and turn the wilderness into rice and wheat fields and hives of industry, but Japan would limit the number of immigrants in order not to disturb the peace of her neighbours. He concluded by saying that unless some of the Western nations upped from their mistaken attitude towards Eastern nations, the struggle between East and West would involve the whole of humanity in the most disastrous war ever seen.

(By Courtesy of the Daily Bulletin.)

S.S. "KUMSANG."

MANILA, May 11.
The steamer "Kumsang" is believed to be in danger of breaking up on the treacherous and rocky beach. There is a strong wind, and high waves are breaking over her. All the passengers are landed. The destroyer 345 is standing by. It is stated that the crew can be taken off at any time.

For a Last Race.

When you have a last race in your life, you should make the most of it. The last race of the bandit leader is said to be a man of high intelligence and is being examined by the Chinese authorities.

Now is the time for re-examination of the bandit leader. The bandit leader is said to be a man of high intelligence and is being examined by the Chinese authorities.

Now is the time for re-examination of the bandit leader. The bandit leader is said to be a man of high intelligence and is being examined by the Chinese authorities.

CONSIGNEES.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motorship "MALAYA"

having arrived, Consignees of Cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th of May, 1923, will be subject to sale.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 18th of May, 1923 at 10 a.m.

All claims must reach us, before the 21st of May, or they will not be recognized.

No fire insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO. LTD., Agents.

Hongkong, May 12, 1923.

COLUMBIA PACIFIC SHIPPING CO.
(Operating United States Government Ships)

From PORTLAND, ORE., JAPAN PORTS, &c.

THE Steamship "WEST MOMENTUM" / "PAWLET"

having arrived from above ports, CONSIGNEES are requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery from steamer by the 12th May, 1923, will be landed into the hazardous and/or non-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at consignees' risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson and Asha (Marine Surveyors) at the Godowns on the 17th May, 1923, at 10 a.m.

No claims will be admitted after the goods have left the steamer or Godowns, and all goods remaining undelivered after 18th May, 1923, will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before 25th May, 1923, or they will not be recognized.

No fire insurance whatever will be effected.

ARNOLD & CO., LTD.
Agents.

Hongkong, May 12, 1923.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):

Bombay Hongkong Hotel, from Yokohama.
Hays, from Hamburg.
Repita, from Shanghai.
Wongyeuen, from Amoy.
2350, from Tientsin.
3769, from Shanghai.
Limpongsoen Binkhai, from Amoy.

N. LUND,
Act. Superintendant.

Hongkong, May 10, 1923.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

List of unclaimed telegrams lying in E. E. Telegraph Office, Hongkong.

Superfins, from Birmingham.

R. M. MACALPINE,
Superintendent.

Hongkong, May 10, 1923.

INDO-CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

DESTINATION	STEAMER	SAILING
BANGKOK via SWATOW	KWAI SANG	Tues. 16th May, Noon
SHANGHAI via SWATOW	TUNG SANG	Tues. 16th May, Noon
STRAITS and CALCUTTA	NAMSANG	Tues. 16th May, 3 p.m.
SHANGHAI via SWATOW	TUNG SANG	Thurs. 17th May, Noon
TIENTSIN	OHONGSHING	Thurs. 17th May, Noon
HAIPHONG via HOIHOW	LEESANG	Fri. 18th May, Noon
SHANGHAI via SWATOW	YUENSANG	Fri. 18th May, Noon
BANGKOK via HOIHOW	YUENSANG	Fri. 18th May, 3 p.m.
KOUS via MOI	FOOSANG	Sun. 20th May, Noon
KOUS via MOI	LAISANG	Sun. 20th May, Noon
SANDAKAN	HINSANG	Fri. 25th May, 7 a.m.
STRAITS and CALCUTTA	HOSANG	Wed. 26th May, 3 p.m.

Calcutta Line—This line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamer proceed via Rangoon and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton and Shanghai, commencing at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Western Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow when necessary.

Borneo Line—Sailings to and from Sandakan by two 4000 ton steamers R.M. "HINSANG" and S.S. "MAUSANG" both steamers having streamer tugboats, Labuan, Tawau and Lahad Dairi.

Tientsin Line—A regular service is run from March to November between Hongkong and Tientsin calling at Weihaiwei and Chifu.

Bangkok Line—A weekly service is provided between Hongkong and Bangkok via Swatow, by the steamer fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

THE STEAMSHIP

"NAMSANG" will be despatched on 16th May, at 3 p.m.

FOR SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM AND DUTCH EAST INDIES.

For Freight and Passage apply to:

JARDINE, MATHESON & CO., LTD.
General Managers.

Telephone Central 215.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through bills of lading issued to all Overland Common Points in U.S.A. and Canada. Through passage rates to Europe via America G.\$435, G.\$450, G.\$500.

IYO MARU (calling Keelung) ... Saturday, 19th May

SEIZUOKA MARU ... Monday, 4th June

MARSHALLS, LONDON & ANTWERP via Singapore &c.

KITANO MARU ... Wednesday, 23rd May

HARUNA MARU ... Wednesday, 6th June

HAMBURG via LONDON, ROTTERDAM.

DAKAR MARU ... due 1st half June

LIVERPOOL via VALENCIA, MARSEILLES.

TASUBONO MARU ... due 2nd half June

SYDNEY & MELBOURNE via Manila &c.

AKI MARU ... Saturday, 16th May

TANGO MARU ... Wednesday, 23rd May

NEW YORK and/or BOSTON via PANAMA.

MATSUBASHI MARU ... Tuesday, 5th June

BUENOSAIRES via Sapore, Delagoa Bay, Durban & Capetown.

KAWACHI MARU ... Middle June

SOMBAY via Singapore & Colombo.

AKITA MARU ... Tuesday, 10th May

WAKASA MARU ... Sunday, 27th May

CALCUTTA via Singapore, Penang and Rangoon.

PERANG MARU ... Monday, 21st May

BANGKOK MARU ... Thursday, 31st May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th May

SHANGHAI, KOBE & YOKOHAMA.

KEIFUKU MARU ... Tuesday, 15th May

GENOA MARU ... Wednesday, 16th May

KATOKI MARU ... Tuesday, 22nd May

For further information apply to:

Tel. Central No. 292 & 293. NIPPON YUSEN KAISHA
K. E. KAMEI, Manager.

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—DRY DOCK—
Length 127 Feet
Length on Blocks 72 Feet
Depth on Centre of Hull (B.W.O.K.) 24 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up to 5,000 Tons Displacement

Electric Crane on each Slipway, Capable of Lifting 100 Tons at 10 Feet Radius

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Chett, Peabody & Co. Inc.

OBTAINABLE FROM:
TAK CHEONG,
50, Queen's Road Central.

SHANGHAI RACES.

SPOTTED SAND WINS FOOTING CUP.

The Shanghai Spring race meeting came to an end on Saturday. The Hongkong Pony Spotted Sand, which was placed on the first two days, won the Footing Cup. The Grand National Steeplechase fell to Social Union with Mr. Johnstone in the saddle.

Results:

1.—THE SPRING GRIFFINS HANDICAP.—"A" Class. One Mile and a Quarter.

Mr. Toog's McKenzie (Mr. Hill) 1
Mr. Durgur's Kashmir (Mr. Johnstone) 2
Mr. We Two's Young Bill (Mr. Springfield) 3
Time: 2mins. 37.2-5 secs.

2.—"B" CLASS.

Mr. Rennik's Sovereign (Mr. Heard) 1
Mr. Judah's Antarctic (Mr. Moller) 2
Messrs. Lalacaca and Bauld's Little Minch (Mr. Knoll) 3
Time: 2mins. 38.4-5 secs.

3.—THE SPRING HANDICAP.—"A" Class. One mile and a quarter.

Mr. Robson's Harbin (Mr. Brand) 1
Mr. and Mrs. A. V. White's White Knight (Mr. Moller) 2
Mr. John Peel's Penicill (Mr. Johnstone) 3
Mr. Toog's Conqueror Dahlia (Mr. Heard) 4

*—Dead heat.

Time: 2mins. 37.2-5 secs.

4.—"B" CLASS.

Messrs. C. and H. White's King's Cross (Mr. Moller) 1
Messrs. Arnold and H. Sassoon's Roman Victory (Mr. Hill) 2
Mr. Dynasty's King Johnnie (Mr. Dupree) 3
Time: 2mins. 38.3-5 secs.

5.—THE GRAND NATIONAL STEEPLECHASE.

Mr. John Peel's Social Union (Mr. Johnstone) 1
Mr. Campor's Old Bill (Mr. Bremner) 2
Mr. Henry Morris's Petersfield (Mr. Morris) 3
6.—THE FOOTING CUP.—Seven furlongs.

Mr. Dynasty's Spotted Sand (Mr. Johnstone) 1
Mr. Gilpin's Full House (Mr. Knoll) 2
Mr. and Mrs. A. V. White's White Iris (Mr. Moller) 3
Time: 1min. 49.1-5 secs.

7.—THE CONSOLATION CUP.—One mile and a quarter.

Mr. Wm. McBain's Artful Dodger (Mr. Dupree) 1
Capt. Bahnsen's Guldberg (Mr. Hill) 2
Mr. Ma-ka-lee's The Knut (Mr. Moon) 3
Time: 2mins. 37.4-5 secs.

8.—THE MANCHU STAKES.—One mile and a quarter.

Messrs. Lalacaca and Bauld's The Bird (Mr. Knoll) 1
Messrs. Fay and Seth's Christmas Morn (Mr. Heard) 2
Mr. Wm. McBain's Skyrus (Mr. Dupree) 3
Time: 2mins. 40.4-5 secs.

9.—THE NIL DESPERANDUM CUP.—Half a mile.

Messrs. C. and H. White's St. Paul (Mr. Patterson) 1
Mr. C. R. Burkill's The King (Mr. Brand) 2
Mr. Gilpin's Sir Colin (Mr. Liddell) 3
Time: 57.3-5 secs.

10.—THE GRIFFINS' NIL DESPERANDUM CUP.—Half a mile.

Mr. John Peel's Charles XII. (Mr. Johnstone) 1
Capt. Bahnsen's Lysborg (Mr. Hill) 2
Mrs. C. H. Wright's Jack-a-Lanter (Mr. Dupree) 3
Time: 57.2-5 secs.

11.—THE MAPOO'S RACE.—One mile and a quarter.

Mr. Henry Morris's Petersfield (Mr. Morris) 1
Mr. Toog's Conqueror Dahlia (Mr. Heard) 2
Messrs. Wm. and Neville McBain's Kennel (Mr. Knoll) 3
Time: 2mins. 36.4-5 secs.

LEAGUE BOWLS.

SATURDAY'S MATCH RESULTS.

Following are the results in Saturday's League matches:—

CRAIGENGOWER v. K.C.C.

Played at Craiggower, the K.C.C. winning by 58 points to 49.

Scores:—
CRAIGENGOWER: R. Abraham, C. J. Tacchi, L. Rose, R. Basa (skip) 16
K.C.C.: R. E. Nicholls, J. Cornely, H. Stevens, J. Gibson (skip) 23
G. Green, R. E. Nicholls, J. Cornely, H. Stevens, J. Gibson (skip) 18
R. Basa (skip) 16
H. Davis, A. W. E. Davidson, J. Hyde, J. McMurtrie (skip) 17

K.B.G.C. v. TAIKOO NO. 1.

Played at Kowloon Bowling Green Club, the home team winning by 70 points to 56. Scores:—

K.B.G.C.: P. Farrell, Foulis, J. Sloan, T. Young, W. Wotherspoon (skip) 23
TAIKOO NO. 1: J. Barr, J. B. Hamilton, D. Harvey, W. Russell (skip) 22
G. Edwards (skip) 16
Barker, Whyte, Grimes, J. Russell (skip) 23
Grimshaw, Macintosh, Muirhead, Hamilton (skip) 10

TAIKOO NO. 2 v. C.S.C.C.

Played at Tai Koo, No. 2 winning by 68 points to 56. Scores:—

TAIKOO NO. 2: McLeod, Hall, Cowen, P. Lamble, D. Morrison, Hill (skip) 21
C.S.C.C.: Dinner, Knott, Alderman, S. Allan, Wallace, A. B. Allan (skip) 16
L. O'Brien, Oswick, Massey, Pathayjohns, H. Morrison, Stanley (skip) 19
MacLachlan (skip) 19

KOWLOON DOCK v. POLICE.

Played at Kowloon Dock, the Dock team winning by 60 points to 52. Scores:—

KOWLOON DOCK: W. Knight, W. Muir, W. G. Gerrard (skip) 20
POLICE: Goodman, A. Nicoll, McKelvie, W. Muir, R. Lapsley, W. G. Gerrard (skip) 20
Brown, Glendenning, Allan, Ogg, Goulay, Grimmett, Grey (skip) 24
Grant (skip) 14
Atkinson, Reid, Keith, Clark, Panchen, Robertson, Johnston (skip) 14
J. Clark (skip) 17

COMPANY REPORT.

WILLIAM POWELL, LTD.

The report for presentation to shareholders at the twenty-second ordinary general meeting of William Powell, Ltd., to be held at the Hongkong Hotel Offices on Saturday, 19th May, states:—

Annexed the directors have pleasure to place before shareholders a statement of accounts made up to 28th February, 1928. The balance at credit of Profit and Loss Account after allowing for:

Dividend at \$2.00 per share \$42,000.00
General Reserve 10,000.00
Equalization of Dividend Account 15,000.00
Bonus to Staff 5,278.00
remains at \$6,988.00 which is proposed to carry forward to the credit of next year's account.

Board of Directors: The present Board of Directors are Mr. J. H. Taggart (Chairman), Mr. R. L. Bridger, Mr. H. A. Eustace, Mr. M. Manuk (Directors), Mr. F. M. Crawford, Mr. H. O. Ho (Managing Director).

In accordance with the Articles of Association Mr. J. H. Taggart retires but offers himself for re-election.

Auditors: The accounts have been audited by Messrs. Peroy Smith, Seth and Fleming who offer themselves for re-election.

A Good Rule for the Home.

Make it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safe, reliable remedy for all ailments of the bowels and stomach.

"SEVENTY-TWO HEROES."

OBSERVANCES AT CANTON.

1911 REVOLUTION INCIDENT.

To-day, the 29th of the third moon is a holiday in Canton, being the twelfth anniversary of the "Seventy-two Patriots, Heroes buried at Wong Fa Kong." It is one of the few republican anniversaries, if not the only one, observed according to the old calendar. This is due to the fact that these heroes died before the republic was established; there was no Gregorian equivalent at the time as the Western calendar had not been adopted then.

As far as is known, numbers of men then in the service of the Manchus were surprised and succeeded in reaping the first fruits of the "seeds" of the revolution. Beyond considerably alarming the officials, who made an inglorious retreat, the "heroes" actually accomplished little and it was not till later in the year (1911) that an organized outbreak at Wuchang managed to overthrow the dynasty. Some of the men were executed in the sort of way others were executed. They were all buried with some others on the Manchus officials and a tomb has been erected at Wong Fa Kong by the road leading from Canton's East Gate to the White Cloud Mountains.

The practice in previous years has been for organized processions of officials, soldiers and civilians and schoolboys and schoolgirls, all dressed in white, the Chinese mourning color, to pay respects to the tomb.

FACTORY CONDITIONS.

WOMAN EXPERT COMING TO CHINA.

DAME ANDERSON'S TOUR.

News has just reached the Far East that Dame Adelaide Anderson, N.A., formerly H.M. Principal Lady Inspector of Factories, will be in China this year on her tour of the world. Miss Anderson, is undoubtedly one of the most distinguished women in England.

As a girl she went to Girton, took the Moral Science Tripos and won the Gamble Gold Medal. Subsequently she studied in Germany and France and among her numerous publications on labour and social problems is a German one, "Verein für Sozial Politik." She was clerk to the Royal Commission on Labour 1892-4 and in 1897 became Lady Inspector of Factories, from which post she retired in August, 1921, when she was made a Dame of the British Empire for her great services.

Those who have watched the progress of factory legislation in England realize that the success of these Acts (which are admittedly among the best in the world) is due to the fact that the administration has been in the hands of men and women who understand that there is a spirit as well as a letter of the law. Here it is that Miss Anderson stands out. It is largely due to her admirably sane and wholesome counsel that the British factory inspectorate has gained the respect of employers and workers alike.

This news should have a special significance for China just now, for the Peking Government has recently issued its first factory regulations, and some of the Provincial Assemblies are considering the same course; the Municipal Council is also working on this question, and we understand that at its executive meeting this week the National Christian Council will consider creating a special department under the Church to deal with the industrial problem in China. Miss Anderson's wide experience of the industrial problem would be of particular help to China at this juncture, since at this moment the three bodies referred to above are all expressing a desire for exact and specialized information as to the possibilities of legislation. Miss Anderson, with her practical knowledge of, and deep interest in, all the experiments that have been, and are being made by employers and workers, in addition to her technical knowledge of industrial legislation, would seem to be exactly the person that should be called in for consultation.

News has been received in Shanghai of the death of Mr. Harry L. Giller, which occurred at a sanatorium in London on May 5, 1919. Mr. Giller's retirement in 1919 he had resided for many years in Suffolk and during the last few years in St. Helier, Jersey.

Very general regret was expressed in Shanghai when it became known that Mr. Charles W. Lee had passed away, death having been due to heart failure. Although Mr. Lee had been a permanent resident of the port Mr. Lee had been so long connected with the "Herald" and was so well known that a very great sense of loss was experienced.

MILITARY LANDS DELAY.

HOME PAPER BLAMES WAR OFFICE.

All old Hongkong residents, says the *China Express* and *Telegraph*, will echo the remarks made by Mr. Lang, the Chairman of the Hongkong and Shanghai Banking Corporation, at the annual meeting, as to the natural desire of the Colony to recover, for commercial and civil purposes, the ground now occupied by the military in the heart of Victoria.

In days gone by Hongkong and the Straits had their fight for a reasonable contribution for military purposes to the War Office. The differences were composed on a percentage basis of the revenue of the respective Colonies, and the War Office has, since the settlement, been in receipt of handsome contributions, which even exceeded what was the cost of the garrison to the Imperial Government.

Now Hongkong has another military question, inasmuch as it requires for its own civil needs the military lands, which were originally outside the commercial area, but are now urgently needed for the proper development of the somewhat limited space that Hongkong possesses for its many requirements.

The Military representatives at the spot are agreeable to an exchange which would not be detrimental to them from the military aspect, and from which they might conceivably obtain benefits on general sanitary and health points of view.

Notwithstanding the opinion of the man on the spot the War Office has hitherto been obdurate, though the reasons therefor are not stated. Opinion in the Colony is practically unanimous in desiring the exchange. Mr. Lang was very pronounced in his language on the matter, "I think it is time," he said, "that the War Office realised that Hongkong does not exist solely in order to pay a military contribution of 20 per cent of its revenue and that, if this senseless policy of obstruction and hampering of British trade and the natural development of the Colony is persisted in, it will become a question of whether the contribution can be justified any longer."

If present desires and proposals cannot be brought about, that matter may come before the Legislative Council of the Colony, and, if this does not prove effective, an old Hongkong representative, the Hon. Mr. Colquhoun may perhaps be able to bring the matter before the Imperial Parliament, for it is at Headquarters, apparently, that the obstruction exists.

LATEST SHIPPING NEWS.

ARRIVALS.

Paoing, (B. & S.) from Canton. C16.

Chusan, (B. & S.) from Wei Hai-wei. C16.

Perseus, (B. & S.) from Kobe, Shanghai. C18.

Kanchow, (B. & S.) from Shanghai. Swatow. A2.

Lee Sang, (J.M. & Co.) from Hongkong, Hoihow. C3.

Cheong Shing, (J.M. & Co.) from Tientsin, Wei Hai-wei. C33.

Hop Sang, (J.M. & Co.) from Canton. Kowloon Dock.

Malaya, (J. Manners) from Copenhagen. Manila. Kowloon Wharf.

Chillar, (Thorsen & Co.) from Bangkok. C43.

Rysnei Maru, (Kwang Nguan Serp) from Bangkok. C17.

Amazon Maru, (O. S. K.) from Yokohama. A6.

Fukutsu Maru, (M. B. K.) from Keelung. B49.

Mikawa Maru, (M. B. K.) from Dairen. B50.

Sunghai Maru, (N. Y. K.) from Canton. C36.

Ho Hsing, (Shun Tai Hong) from Canton. C20.

Hwah Kuei, (Yuen Seng Fat) from Saigon. C21.

Chefoo, (Yan Woo) from Fort Bayard. C19.

Kwanglee, (C.M.S.N. Co.) from Canton. Co's Wharf.

Kueichow, (B. & S.) from Canton. C14.

Pi. Taft, (Pacific Mail) from San Francisco, Shanghai. K. Wharf.

Yodo Maru, (Sato & Co.) from Bangkok. B13.

Yu Sang, (J.M. & Co.) from Manila. C32.

Andre Lebon, (M.M. Cie) from Yokohama, Shanghai. K. Wharf.

Tung Hing, (Shun Cheong) from Fort Bayard. Co's Wharf.

DEPARTURES.

Phanang, (Cheong Yu) for Swatow. May 13.

Cordillera, (M. Cie) for Yokohama, Shanghai. May 13.

Torilla, (M.M. & Co.) for Calcutta, Singapore. May 13.

Mogami Maru, (M.B.K.) for Keelung. May 13.

Hailan, (Shun Tai Hong) for Dairen, Shanghai. May 13.

Hydrangea, (Chiu On) for Swatow. May 13.

Kwanglee, (C.M.S.N.) for Shanghai. May 13.

Andre Lebon, (M. M. Cie) for Yokohama, Shanghai. May 13.

Yodo Maru, (Sato & Co.) for Bangkok. May 13.

Yu Sang, (J.M. & Co.) for Manila. May 13.

Andre Lebon, (M.M. Cie) for Yokohama, Shanghai. May 13.

Tung Hing, (Shun Cheong) for Fort Bayard. May 13.

Kwanglee, (C.M.S.N. Co.) from Canton. Co's Wharf.

Kueichow, (B. & S.) from Canton. C14.

Pi. Taft, (Pacific Mail) from San Francisco, Shanghai. K. Wharf.

Yodo Maru, (Sato & Co.) from Bangkok. B13.

Yu Sang, (J.M. & Co.) from Manila. C32.

Andre Lebon, (M.M. Cie) from Yokohama, Shanghai. K. Wharf.

Tung Hing, (Shun Cheong) from Fort Bayard. Co's Wharf.

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YESTERDAY'S TENNIS.

O. RUMJAHN'S VICTORY.

HONDA BEATEN IN 3 STRAIGHT SETS.

[BY ARBUS.]

On the I.R.C. ground, last evening, there was a large gathering present to witness the singles match between O. Rumjahn and T. Honda. On the suggestion of the Japanese player, it was decided to ignore last Sunday's result (when he took the first set from Rumjahn 6-3) and play the best of five. The onlookers were treated to three sets of really vigorous tennis in which, in the majority of cases, the points were most stubbornly contested.

Both players chiefly relied on baseline play, but while Honda depended upon hard hitting, Rumjahn was content generally with lobbing and keeping his opponent on the move.

When I wrote that Rumjahn had his opponent guessing most of the time, it is no disparagement to Honda. The Hongkong boy played like a veteran; during the three sets, Honda only succeeded on five occasions in scoring off his pot shot—a hard drive to his opponent's right hand which falls a foot beyond the service line of the court. Rumjahn's lobbing tactics seemed to disconcert Honda, who failed in most attempts at "smashing."

Rumjahn won the first set by 6-3; the second by 6-2 and the final by 8-6. Neither player was very successful with his first service; but during the 31 games there were only 8 double faults of which Rumjahn served five.

Detailed Score.

A detailed score follows in which R. represents Rumjahn, H. stands for Honda (as server) G. for game, d. for deuce, v.i. for advantage server and v.o. for advantage striker.

1st SET.

R.—0-15, 15-15, 15-30, 30-30, 40-30, G. 1-0
H.—15-0, 30-0, 40-15, 40-15, G. 1-1
R.—15-0, 30-0, 40-0, 40-15, G. 2-1
H.—15-0, 15-15, 15-30, 30-30, 40-30, G. 2-2
R.—15-0, 30-0, 40-0, 40-15, G. 3-2
H.—15-0, 30-0, 40-0, 40-15, G. 3-3
R.—15-0, 30-0, 40-0, 40-15, G. 4-3
H.—15-0, 30-0, 40-0, 40-15, G. 4-4
R.—15-0, 30-0, 40-0, 40-15, G. 5-4
H.—15-0, 30-0, 40-0, 40-15, G. 5-5
R.—15-0, 30-0, 40-0, 40-15, G. 6-5
H.—15-0, 30-0, 40-0, 40-15, G. 6-6
R.—15-0, 30-0, 40-0, 40-15, G. 7-6
H.—15-0, 30-0, 40-0, 40-15, G. 7-7
R.—15-0, 30-0, 40-0, 40-15, G. 8-7
H.—15-0, 30-0, 40-0, 40-15, G. 8-8
R.—15-0, 30-0, 40-0, 40-15, G. 9-8
H.—15-0, 30-0, 40-0, 40-15, G. 9-9
R.—15-0, 30-0, 40-0, 40-15, G. 10-9
H.—15-0, 30-0, 4

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Leader of Boston society, Mrs. Ames has been made Honorary Chairman of an association there which has opened a fight against the prohibition amendment.



Mrs. Anita Pollitzer.

Leading the fight for equal rights for women.



Sir Samuel Hoare.

Sir Samuel Hoare, the new chief of the Air Ministry.

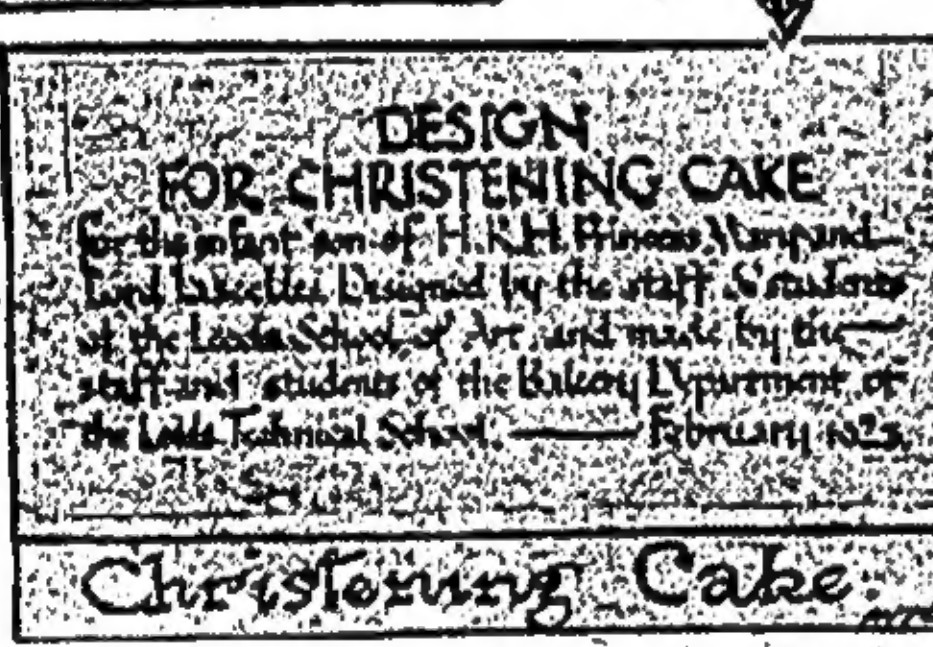
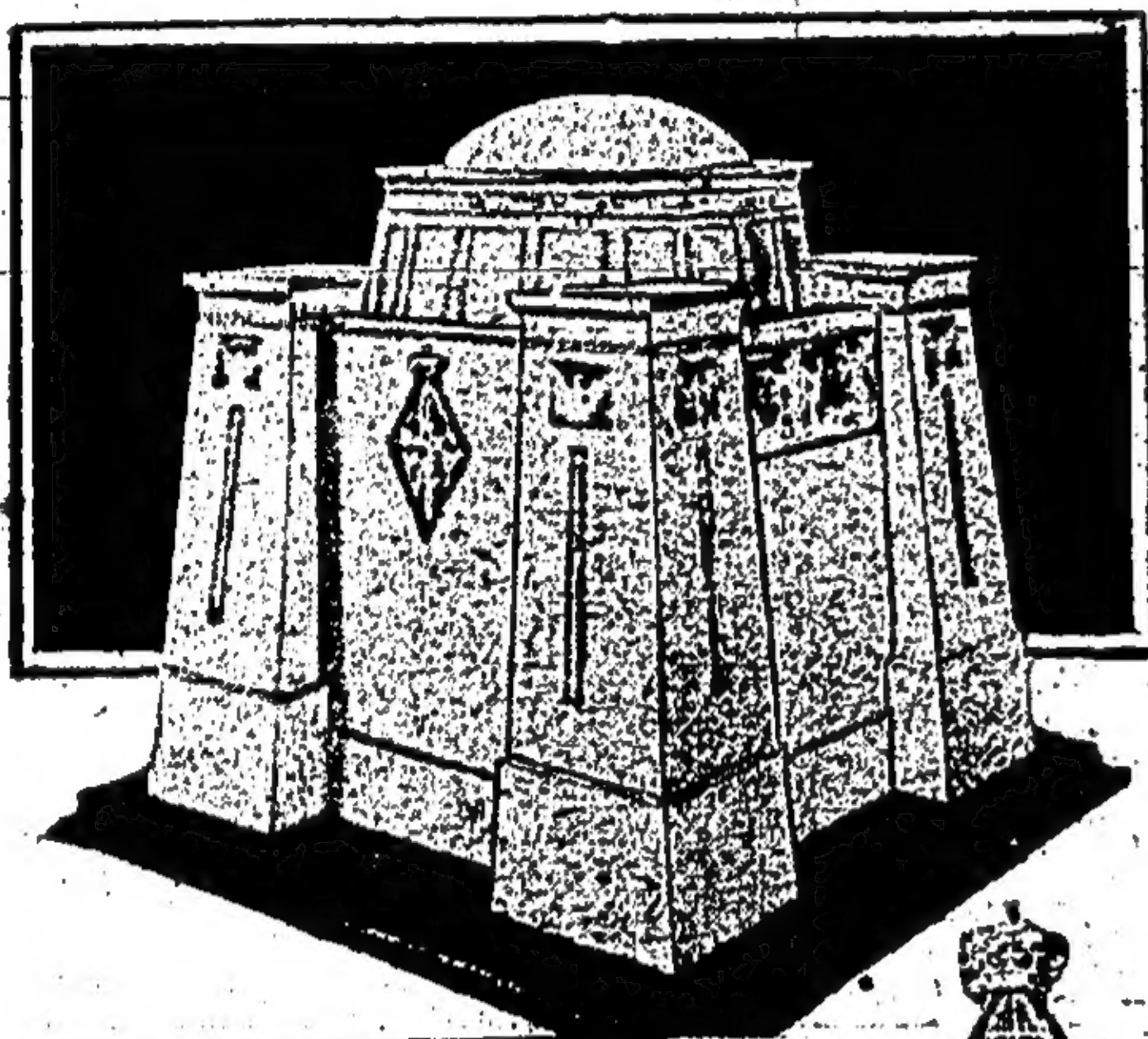


Noted novelist and wife of Will Irwin, the writer, has joined the movement for equal rights for women.



Mrs. 'Billie' Wells.

Mrs. Mary E. 'Billie' Wells being tried for her life on the charge that she kill Captain James Pettit, whom she had a love affair. Mrs. Wells declares she knows nothing about the shooting and asserts that Pettit, formerly very wealthy, lost all his money and then committed suicide.



Here is the design from which was made the cake cut at the christening of the infant son of Viscount Lascelles and Princess Mary.



Delegates.

Left: Mrs. Lucy D. Lewis (Right: Mrs. Robert La Follette)

Prominent women members of the Women's International League for Peace and Freedom.



Miss Florence Myers.

Miss Florence Myers, a Near East relief worker, at Tiflis, in the Caucasus, has five real Georgian princes on her payroll. Each receives \$5 a month.



Miss Vaudine Dickson.

Voted the prettiest girl in Hornell, New York, and also the most stylishly dressed girl there.



Charles M. Schwab.

Charles M. Schwab, steel magnate, convalescing from a serious illness.



Sealing Tut. Ankhu Amen's tomb.

This photograph shows Egyptian natives carrying gravel upon their heads to dump into the entrance of King Tutankhamen's tomb, to seal it up until next season, when the work of removing its priceless treasures will be resumed. At least 1,700 tons of material were used in sealing the tomb.

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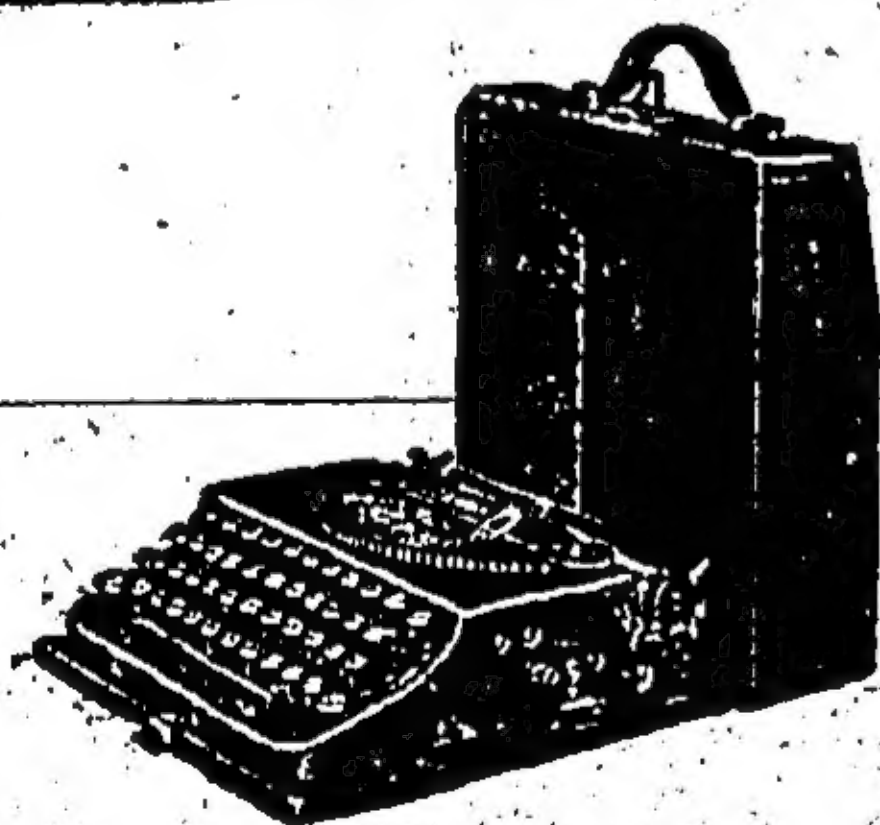
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE LAUSANNE TRAGEDY.

LAUSANNE, May 13th.
Vorovsky's murder, which Conrad insisted was a spontaneous act with which nobody else was implicated, seems to have forestalled a plan by the Swiss National League to quietly kidnap Vorovsky and expel him.

While Dzhirgowski's condition is not improving, Ahrens has sufficiently recovered to undertake a campaign from his bed against the local police, whom he accuses of not affording sufficient protection. The police have replied that although the Soviet delegation did not enjoy an official status they offered special protection, which Vorovsky refused. Ahrens has returned a denial to this statement and has asserted that if the police were not aware of the threats made against members of the Soviet delegation since Sunday, their intelligence and service was pitiable.

Attended by Swiss Communists and two members of the Turkish delegation, but no members of the local authorities, Vorovsky's coffin, covered with a red flag, was conveyed to the cemetery pending its removal to Russia.

Mr. Bigowski, a representative of the Russian Red Cross Society at Bern, has arrived and will take charge of the Soviet delegation. It is not anticipated that the conference proceedings will be affected by the incident.

The Italian Government, through its Consul, has expressed condolence with the victims in view of the fact that Vorovsky was the Soviet Minister to Rome.

LAUSANNE, May 13th.
Vorovsky's assassination passed unnoticed at today's meeting of the Conference. Turkish circles are surprised at this, and Ahmet Fatin has issued a statement expressing sincere regret at the death of a representative of a great and friendly power, with whom we had excellent relations during the Conference, and whose high qualities we have not ceased to appreciate.

KING AND QUEEN IN ITALY.

LONDON, May 13th.
The visit of their Majesties King George and Queen Mary to Rome, which ends tonight, was the happiest impression of the British community in Italy, and that only by the closest co-operation of the leading nations of the world can the clouds on the international horizon be dispelled. His Majesty said that he felt assured of such co-operation between the Italian and British peoples, and looked forward with confidence to the future association of the two peoples in the cause of peace and progress, and the continued triumph of those high intellectual and spiritual ideals which they jointly represent.

At the conclusion of the Royal visit, Reuter's representative was informed that King George and Queen Mary were leaving Rome with the happiest impression. It was one of the most memorable, most cordial and most interesting journeys they had ever undertaken. Their Majesties were not merely touched by the enthusiasm of all classes in the capital, but were particularly struck by the friendly greetings of the villagers during their private excursions into the country. Both the King and Queen are in the best of health, despite the heavy State programme and the arduous sight-seeing. Regarded from an international viewpoint, the visit should considerably strengthen the already close Anglo-Italian relations.

"HAREBELL'S" MISSION.

LONDON, May 13th.
The Russian Note, mentioned in Saturday's Cable message, suggests a conference of the Powers concerned in order to discuss the whole question of territorial waters, with a view to reaching an international agreement. The Note expresses willingness to enter into a general discussion of all questions at issue between the Soviet Republics and Great Britain, and hopes that the British Government will meet the Soviet Government in its peaceful desire to solve the dispute.

IRISH DEPORTEES.

LONDON, May 13th.
The Free State minister, Mr. O'Higgins, interviewed in Dublin, said that if the British Government wanted Art O'Brien or any other deportees back they could get them without any difficulty.

ANOTHER WAGES INCREASE IN AMERICA.

WASHINGTON, May 13th.
The wages of seamen employed by the United States Shipping Board have been increased 15 to 20 per cent.

THE "OKARA" ALLEGATIONS.

CALCUTTA, May 13th.
Mr. Bell, a partner in the firm of Mackinnon, Mackenzie & Co., agents for the British India Line, in the course of an interview denied the allegations made by Mr. T. Johnston, M.P., regarding the unseaworthiness of the Okara. Mr. Bell declared that the Okara was dry-docked for 143 days in Kidderpore in 1920, and thoroughly repaired, after which the Government surveyor granted a certificate of seaworthiness for 4 years.

THE "OKARA" ALLEGATIONS.

The Okara had been docked on three occasions since 1920 for overhauling, the most recent being at Calcutta in April 1923.

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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE JUBILEE STAKES.

LONDON, May 13th.
The Kempton Park Jubilee stakes resulted in a dead heat between Simon Pure and Diligence, with Condover a neck behind. Third, Elvorn horse ran. The Betting was: Simon Pure 100 to 30, Diligence 7 to 1, Condover 9 to 2.

At Prince's Club, in the World's Tennis Championship, Covey (England) the holder, beat Kinsella (America) by 7 sets to 2.

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Central. Tel. Cen. No. 1555.

Electrical Suppliers
Sun Ming Co., Electric plates and
other electrical contractors also typewriter
repairs. 10 Pottinger St. Tel. Cen. 2880.

Engineers & Shipbuilders.
W. S. Bailey & Co., Ltd.,
Engineers & Shipbuilders,
Kowloon Bay
New Work & Repairs.
Call Flag "L."

Glass Merchants
L. Ling & Co., Glass Merchants,
Furniture, Mirror and Canton Marble
Manufacturers, Electro-plated, Glass
and Crockery Ware and Photo
supplies. 18, Queen's Road Central.
Tel. Cen. No. 1216.

Hotels
Palace Hotel, Kowloon—Corner of
Hoi Hong and Hankow Roads. Few
minutes from ferry.

Importers & Exporters
Chee Bros. & Co., Importers and
Exporters and Commission Agents.
Des Voeux Road.

Lawson Trading Co.
Nippon—Japanese fine art curios,
23 Queen's Road Central. Tel. Cen. 1569.

Land & Estate Agents
Fon Yick Cho, Land & Estate agents
Tel. Cen. 911-1887.
34, Queen's Road Central.

Leather Goods
Sam Kang Saitsee Co.,
Dealers in Leather Suitcases,
Hand Bags, Purse, Bells, etc.
Pattinger Bldg., 208 Queen's Rd. C.
and 28 Biller St.

Merchants.
Asia Commercial & Development Co—
China Bank Buildings (3rd floor) Tel. 3609.

Millinery
Madame Lily—Alexandra Building.
Latest models and creations from
Paris in Frock and Millinery.
"The Centre of Fashion."

Miners
China Commercial Co., Ltd.
Miners, Importers and Exporters
44-50 Queen's Road C. Tel. Cen. 2892.

Modistes
Madame Fint,
21, Queen's Road C. Tel. Cen. 530.
(Latest Parisian style)

Optician
The Hongkong Optical Co. Phone 272.
12, Queen's Road Central.

Photographers
Moe Jhang, Photographer.
28, 100 House Street.
7, Beaconfield Avenue (Branth)
Developing & Printing undertaken.

Printers
The "China Mail" General Printers,
Publishers and Bookbinders.
6, Wyndham Street. Tel. Cen. 22.

Scales
Mustard & Co., Connaught Road Ctl.

Ship Chandlers
Chung Fook, 78 Connaught Rd. Ctl.
First floor. Tel. Cen. 833.
Shipchandler, Stevedores and
Comprodors.

Shipowners
Wang Koo & Co., Shipchandler,
Comprodors, Stevedores & Coal
Merchants, 1st and 2nd floor supply.
No. 36 & 37, Connaught Road, Tel.
Central No. 943.

Shoemakers
Jum Koo, Dealer in Sewing Machines
and Accessories, Boot & Shoe Maker.
7 Pottinger Street.

Silk Stores.
D. Chellaram—Royal Silk Store.
384 Queen's Road Central, Satin
Orpe de China, Georgetown and
Brocade Silks.

Tailors
Hongkong Tailoring Co.
Ladies and Gent's Tailors,
10, D'Aguiar Street, New Materials
of all descriptions. Tel. Cen. 2880.

Tobacco, Cigarettes.
British American Tobacco Co.
(China), Ltd. 15-19 Connaught Road.

Typewriters, Etc.
Mustard & Co., Connaught Road Ctl.

Wine & Spirit Merchants
Kwan Yee, General Storekeeper
Wine & Spirit Merchant.
No. 102, Queen's Road Central.

THE WATER SUPPLY.
Level and Storage of water in reservoirs
on the 1st May 1923.

Consumption of water in the City
at Hill District in millions and decimals
of gallons during the month of April.

Constant supply in all districts during
April 1923.

Intermittent supply in all Rides Main
districts during April 1923.

Consumption of water in Kowloon
in millions and decimals of gallons during
the month of April.

Constant supply in all districts during
April 1923.

Intermittent supply in all Rides Main
districts during April 1923.

Consumption of water in Kowloon
in millions and decimals of gallons during
the month of April.

Constant supply in all districts during
April 1923.

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April 1923.

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Consumption of water in Kowloon
in millions and decimals of gallons during
the month of April.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
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LONDON SERVICE

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"GLAUCUS" 20th May London, Rotterdam & Dunkirk
"HELEUS" 28th May London, Hull, Rotterdam & Hamburg
"AUTOMEDON" 4th June London, Rotterdam & Hamburg
"SUMANUS" 11th June London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
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"ELPHON" 1st June M'las, Havre, Liverpool & Glasgow
"FERREUS" 20th June Genoa, M'las, Liverpool & Glasgow

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"ACHILLES" 12th June Vancouver

NEW YORK SERVICE

(via Suez or Panama)
"BURYLOCHUS" 17th May via Suez
"CANIA" 5th June via Suez

PASSENGER SERVICE

1st June for Shanghai
25th June for Singapore & London
9th July for Shanghai
4th Aug. for Singapore, Marseilles & London

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previous day.

INWARD MAILS.

FROM MONDAY, MAY 14.
Shanghai 10.30 a.m. Ruyang
Japan 11.0 a.m. Akita Maru
Straits 11.30 a.m. Igo Maru
Shanghai 12.0 p.m. Genoa Maru
Straits 12.30 p.m. Kasegari
LONDON letters via Brindisi 11th Apr. Phemias
Australia and Manila 11th Apr. Thago Maru
THURSDAY, MAY 17.
Straits 10.30 a.m. Bengal Maru
SATURDAY, MAY 19.
EUROPE via Suez (Parcels only) London 11th Apr. Delta
SUNDAY, MAY 20.
Canada, U.S.A. Japan and Shanghai 11th Apr. Empress of Canada
Manila 11th Apr. Pres. Madison
MONDAY, MAY 21.
Straits 10.30 a.m. Igo Maru
Straits 11.0 a.m. Akita Maru
WEDNESDAY, MAY 23.
U.S.A. Japan and Shanghai 11th Apr. Pres. McKinley

OUTWARD MAILS.

FOR MONDAY, MAY 14.
Samahni and Wuchow 10.30 a.m.
Kueichow 11.0 a.m.
Straits 11.30 a.m.
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